

A
GENERAL HISTORY
OF
SIEGES AND BATTLES,
By SEA and LAND.

CONTAINING,
A Particular and Circumstantial Account
Of the most remarkable
Battles and Sieges, Bombardments and
Expeditions,
In different Ages and Parts of the World;
And particularly, such as relate to
GREAT BRITAIN and her Dependencies.

Including,
Anecdotes of the Lives Military and Naval
Transactions, of all the celebrated Admirals,
Generals, Captains, &c. who have distinguish-
ed themselves in the Service of their Country.

In which will be explained,
The MILITARY and NAVAL Terms of Art .
Embellished with

PLANS of the Battles, and HEADS of the Illustrious
Persons, mentioned in the Course of the Work.
VOL. VI. 2.^d of the Modern Part.

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J. JOHNSON opposite the Monument, 1762.




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DISSERTATION

On the

ART OF WAR.



PART II.

Of the NAVY.

SECTION I.

*Of putting to sea; forming a line of battle;
and an engagement.*

WHEN the fleet puts to sea in quest of the enemy, the admiral, as soon as he is under way, ought to send out scouts, and station them at proper distances, where they are to make signals, or bring intelligence of the enemy; that he may, according to the information and circumstances, either receive, or go and attack, the enemy. In this deliberation, he should likewise consider the wind and weather, whether the seas he may

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be

be in, are likely of being better to attack, or of being attacked in, what sort of a coast there is near it, and whether he can avoid being embayed, that the enemy may not surprise him, and fight him at a disadvantage; whether by chance or stress of weather, he may not be forced into a bay to anchor, or water, and whether he can readily slip out upon intelligence from his cruizers, of the enemy's approach. These are considerations of which the admiral ought to be fully satisfied, before he seeks the enemy; they are of the same utility to him, as a perfect knowledge of the ground is to a general of an army.

At length, perhaps intelligence arrives of the enemy, where situated, and how strong, upon which the admiral, if he is to leeward, edges down upon them, and if to windward, he, if possible, works up. The enemy will, no doubt appear ready drawn up; for it will be absurd to suppose their admiral has not intelligence also.

The drawing up the line of battle, requires more judgment and experience than any other part of the naval evolutions; an admiral's knowledge and capacity is discovered by his forming the line in a proper disposition, and strength from the van to the rear; he should be particularly careful to make the center the strongest of the whole, for if that is forced or broke through, the engagement may be

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considered as lost. Here it is to be observed, that in a sea action the center is made the strongest, whereas in a land fight, it is weakest, and the wings of an army are strongest, lest the enemy forcing a wing, should have the advantage of flanking, and consequently, putting the line into disorder: for the same reason also, the van and rear of a fleet, is not put into confusion, because care is taken to make them proportionably strong to resist the enemy: therefore the weakest part of the line will be in the quarters, supported each way by the center throughout. The line must stretch as far as the enemy's, to prevent being doubled, and if a few ships can be spared out of the line, it is the better, because they will relieve disabled vessels, or protect fireships.

One of these ships out of the line should be placed a-breast of the admiral, in order to repeat his signals, because they can be better seen on board her, particularly when he is in the engagement; these signals, all the other flag-ships must repeat, as they regard both van and rear. This ship has another convenience, if the admiral's flag-staffs are shot away, he can send boats with orders to her what signals to hoist.

It is always observed, that the weather-gage is most advantageous, because it is soonest clear of smook, the signals of course can be better seen, and the fireships can go

down upon the enemy without opposition. With respect to the firing, the method of broadsides has been commonly used, but there are officers of reputation who make objections to it, they say broadsides often fail of their desired effect, their execution depends more upon chance than judgment; there is always an interval between one broadside and another, for if you fire all at once, you must take time to load again, in which case, if the enemy keeps up a constant fire, you are, during that interval, only a mark to shoot at: they prefer disposing the guns so as to fire them in platoons*, in order to preserve a constant fire, which will not only distress and perplex, but intimidate, the enemy; especially when it is intended to attempt boarding. They acknowledge broadsides to be of use, as times and circumstances offer; and they particularly recommend the pointing of the guns, so as to make a breach in the enemy's ship.

The two fleets should not approach nearer each other, than point blank shot, if they do, it will endanger the breaking of the line, and occasion confusion: the admiral should have the whole of his line in view,

* By a method somewhat similar to this, the late admiral Anson took the Spanish galleon, in 1743.

that he may know how to make the proper signals †. Sometimes it is policy in the enemy to order a few disabled ships, or perhaps

† The following is called a maxim in sea discipline. " That a commanding flag-ship should never go out of her way, for any ship whatever, unless that ship should be disabled, or that a sudden shift of wind does not take her unexpectedly. The reason is plain; if the admiral gives way to one, or backs, or fills for another's fancy or misconduct, there would be no end to such negligence, or oversight; therefore the commander of the flag-ship expects that every ship in his fleet will observe and take her motions from him, and his seconds, whose distance from the admiral should be a measure for every other ship, to follow from each other, as near as possible, except when the signal is made to back or fill, or make more or less sail. The seconds to the commanding flag-ship, are particularly to regard her, to move as she does, whether the other ships do or not, or cannot do; for they are called seconds to guard and attend the admiral's ship. It is the part of every officer, as soon as the signal is made, for the line to get into his station, in order to form the line immediately, and then each leading ship to mind her tack, as the wind is, to lead and give room. The admiral ought to take his motions from his observance of the enemy; and not from his leading ship, except upon some particular signal, or advice from her." *P. L'Noſſe.*

his van, to bear away, out of the line, in order to tempt his adversary to break his own line by pursuing them, it therefore requires the utmost precaution in an admiral, how he pursues any part of the enemy's fleet, till their center flies, for there is the chief strength, and when that is broke, he may then pursue without fear of stratagem; however, if he perceives the enemy's van, or rear, is forced to retreat, then he should double upon the center, and redouble his efforts there, till it is compelled to fly, as well as the rest of the line. The conquered admiral must then summon all his fortitude and knowledge to effect a retreat †, he must consider the time of day; whether the night will favour him, the uncertainty of the weather, whether the wind may probably shift in his favour, or fall a calm, how far he is from the shore, whether he had not better run upon it, than let his ships be taken a float, in which latter case, it adds so much strength to the pursuer, by so many ships as he takes under sail.

* The best way of retreating is in the form of a half moon.

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SECTION. II.

Precautionary Rules.

In a storm.] **I**N tempestuous times a fleet of large ships should not be at sea, except there is the utmost necessity, and when that happens, it is best to range the squadron in three lines, at a good distance from each other, and a large interval between each ship, that they may not be in danger of falling on board one another. They should keep clear of a dangerous coast, nor attempt to anchor upon it, for they may run the risk of foundering, or being drove from their anchors, and have no harbour, or bay, to secure themselves in. If there be sea room enough, they must lie to under their courses, which will subject them to labour less, and not strain so much on their masts and rigging, if there is not, they must lie to, under their main sails, or mizens only, which will keep them much easier than if they were under no sail at all.

At coming to an anchor, observe

1. Whether the ground is good and holding.

D 4

2. Whe-

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At coming to an anchor, observe

1. Whether the ground is good and holding.

D 4

2. Whe-

2. Whether the place is well sheltered against the reigning winds which blow on the coast.

3. Whether you can easily get under sail with the same wind that may serve an enemy, and at the same time be able to dispute the advantage of the wind with him.

4. Whether you can readily form the line of battle as soon as you get under sail.

5. Whether the ships have room to keep clear of each other in getting under way.— In order to secure this, give the ships a good berth; divide the squadron into lines, about three cables length asunder, and one hundred and twenty fathoms between each ship.

To gain the wind.] A large fleet will gain but little by plying to windward; however, the ships must make what sail they can to keep the advantage of the wind, and must continue standing off and on for several large tacks (taking care to tack all together) lest they should fall to leeward, and lose any advantage they have gained.

To dispute the wind with an enemy.] The fleet to windward having the advantage, the dispute will be on the side of the fleet to leeward; which must avoid extending itself the length of the enemy's line, in order to oblige them to edge down upon theirs, if they intend to attack them; which will be a means, if they still persist in doing so, of losing the advantage of the wind; but if the enemy keep

keep their wind, it will be impossible for the fleet to leeward to gain to windward; therefore, all that such a fleet can do, is to wait till the wind changes, or the enemy, thro' ignorance, or inadvertency, commits some mistake.

To receive a fleet that bears down.] The fleet to leeward seeing the enemy bear down, must edge away a little, in order to gain time for forming the line; leaving intervals between the divisions, that the fleet may be the better able to distinguish, and have more room for action.

To avoid an action.] While the fleet to windward keeps † upon that tack, it can never be forced to engage; because it can always keep itself at what distance it pleases from the enemy. But if the fleet to leeward would avoid coming to an action, it must edge away the same as the enemy; but it should not go right before the wind in sight of the enemy, without retreating in the form

† If the wind was not so subject to change, it would be very easy for the fleet to windward to keep in sight of the enemy, without being under any apprehensions of being forced to come to an action; but the inconstancy of the wind obliges the most experienced admirals to avoid meeting the enemy when they think it improper to engage.

of a half-moon, in order, if the enemy still pursues, to keep him at the same distance.

To force an action.] The fleet to windward having always the advantage, it is unnecessary to lay down any rules for it: but if the fleet to leeward wants to bring on an action, it must endeavour to keep on that tack which fore-reaches most upon the enemy, that it may keep them better in view, till the wind may change in its favour.

To double an enemy.] This can only be effected by a superior squadron, the admiral of which must first stretch out the enemy's line, and leave some ships a-stern, who are to close and double upon the enemy's rear; which forces him between two fires. If the superior squadron is to windward, it is extremely practicable; but if it is to leeward, it should insensibly edge away during the engagement, to give its rear an opportunity for executing the design; and then, by luffing up, close to the wind again.

To avoid being doubled.] The enemy's squadron being superior, the admiral is to employ all his art to prevent the adversary's extending beyond his rear, which may be prevented by dividing the squadron into two divisions, with such a distance between each as will make the rear extend as far as the enemy's, but let his van pass, and with your van attack his second division; you may even leave a great opening in your center, provided you can

can take a proper care that your van is not cut off, and this will frustrate any design the enemy may have of stretching a-head, in order to tack upon you; but it is not very probable a prudent enemy will practice such an expedient, because it is a dangerous one; the ships on that enterprize being mostly separated by the calm which generally happens in all engagements, occasioned by the fire of the guns; and then they are cut off.

Of forcing into a harbour.] If the wind and weather favour this enterprize (and, if they do not, it is madness to attempt it) some ships must be stationed to divert the out-forts; they must come to an anchor, and place themselves in such a manner as to bring their broad-sides to bear upon the enemy. When this is done, there is nothing to fear*, the ships fire being so quick, will presently drive the enemy's stone works about their ears, and do amazing execution, while the main body of the fleet pushes into the har-

* But many accidents happen which frequently hinder the ships from placing themselves properly to attack these batteries; such as contrary winds, tides, currents, shoals, &c. all of which the admiral should, if possible, be made acquainted with, that he may issue his orders accordingly; and on this account no rules can be laid down for these sort of engagements, because the circumstances vary.

dour. However, it must be acknowledged, that, in this sort of fighting (for which ships were not originally intended) there is no degree of equality, and both sides have experienced various success; though the English, during the present war, have succeeded at almost every place they have attacked, no castles, or walls, having stood before their ships.

Of boarding.] It is not prudent to attempt this, but when the adversary is thin of men; of which the commander should be informed, and the sea should likewise be considered, lest both be endangered of going to the bottom; neither is it prudent, in ships of equal force, to be fond of boarding, for there must, or ought to be, a superiority on the side of the boarding ship. In a smooth sea, some think it is best to lay the enemy's ship a-board on the lee-side, for, in case you find a warm reception, you can the better get clear; but, as it is always understood the windward ship can be to leeward when she pleases †, others prefer being to windward; and, in that case, if the boarding vessel can effectually do it, she will certainly conquer her enemy; and the same, if she can lay him athwart the hawse,

† It is easily discovered whenever the leeward ship chooses to be to windward; for she will rake her adversary as she crosses athwart her stern.

which

which both will endeavour to avoid, if either sees the other attempt it. Nothing is more necessary, than a sharp and constant fire, and this is best preserved by firing the great guns in platoons. Upon the whole, boarding is a desperate resource, and ought to be well considered before it is attempted; otherwise, it is prodigally sacrificing the lives of men, only to humour the caprice or passion, of the commander, without any advantage resulting to the nation, or honour to the sovereign; it requires the most consummate skill, bravery, and activity; the best officers, and the most valiant men, who must be resolute and determined.

Of convoys *] 1. When any commander is appointed to convoy the trade of any of his majesty's subjects to any place, he must apply to the secretary of the Admiralty for a sufficient number of printed books of instructions, and after setting down therein the private signals to be made upon meeting after separation; and such other additional rules as he shall think proper, he is (before he sails) to deliver them out, gratis, dated and signed by himself, to the masters of all the merchant ships, or other vessels that are to go along with him.

* These instructions are enforced by act of parliament.

2. He

2. He is to inform himself exactly, and set down in a list the names of all the merchant ships, or other vessels, that are to proceed under his convoy, and to send a copy of the said list to the secretary of the Admiralty, before he sails.

3. He is strictly forbid to receive any money, or other gratification, from any masters of ships under his convoy, on any pretence whatsoever, or to suffer any one else, in his ship to do the same.

4. All commanders who have merchant ships under their care, are strictly forbidden to chace out of sight of their convoys; but they are to be watchful in defending them from any attack, or surprise; and if any of them shall be distressed by weather, or other accident, to afford them all necessary assistance; and shall inform against masters of ships misbehaving themselves.

5. The captain commanding a convoy shall carry a top-light in the night, the better to prevent separation.

6. The commander in chief of a convoy may direct his signals to be repeated by as many of the ships of war under his command, as he shall think fit, when he has such a number of merchant ships under his care, as may make the same necessary.

7. When different convoys sail at the same time, or join at sea, they are to keep company.

pany as long as their courses lie together, for the general good, and on these occasions, the eldest commander of a convoy shall command in the first post; the next eldest commander of a convoy in the second post, and so on; to the number of convoys that may happen to sail together.

8. He who commands in the first post, shall wear the lights of that post, and make signals in sailing. The captains commanding in the second and third posts, shall wear the lights of those posts; and all repeat the signals in order, as is done by the flag officers.

9. When different convoys sail in company, each commander is to lead his convoy, and they are all to keep together, like divisions of a fleet. And when they come to separate, the commander who leaves company, is to put a board his colours, and fire four guns all of a side, at the distance of time used in a fog, as a signal of separation.

10. Commanders of convoys to take care of the ships of friends, or allies.

To these we shall add the French king's instructions concerning convoys (which have not heretofore appeared in English, and are on that account the more curious) as presented to us, by an officer who translated them from the original, printed by the French king's command.

The French king's regulations of convoys for the islands belonging to him in America.

HIS majesty having resolved to fit out men of war to convoy merchant vessels designed for the trade of his islands in America, and being desirous to secure the success of the said convoys, as well on the part of the captains of such merchant vessels, who shall be ready to take the advantage of them, as on that of the officers to whom his majesty shall trust the command of the convoy, hereby orders, viz.

1. The captains and masters of merchant vessels, that shall be fitted out for his islands in America, and for whom a convoy shall be provided, shall be obliged to rendezvous in the place appointed for them, by virtue of the orders given by his majesty; and at the time prefixed them, for taking the advantage of the said convoys, to the places to which they are bound.

2. They shall also be obliged, before they leave the islands, to rendezvous in the ports and roads prescribed, according to the orders that shall be issued forth for that purpose, by the governor's lieutenants-general of his majesty for the said islands, in consequence of those which his majesty shall give them; as well from the rendezvous from whence the convoys

voys are to depart; as for the cautions to be taken to secure the passage of the ships from the ports and roads where they have been trading, to the port of rendezvous.

3. His majesty expressly forbids the said captains and masters of ships to depart without convoy, whether it be from ports in France, for which convoys shall be appointed, or from ports in the said islands, under the penalty of forfeiting five hundred livres, and to serve one year in the quality of a private sailor, without wages, on board his majesty's ships. Nevertheless, it is hereby understood, that such ships which by some unavoidable accident, were prevented joining the convoy before its departure, or, that having departed with the convoy, shall be obliged to put back, in such case they may, within the space of one month after the departure of the convoy, proceed on their intended voyage, without waiting for a succeeding convoy; and for this purpose they must obtain certificates, justifying the lawful reasons of their stay, which must be procured in the following manner, viz. The captains of ships, who desire thus to depart from ports in France, must apply to the directors of the chambers of commerce, or to the chiefs of the consular jurisdiction, examined by the commissaries of the marine of the said ports; and those captains who shall depart from America, shall apply to the commanding officer, and the com-

missary of the marine, or to the officer appointed to execute that function, in the port from whence they depart.

4. It is also forbid, that if any captain, or master, voluntarily leaves the convoy, the penalty shall be a thousand livres, one year's imprisonment, and to be incapacitated ever to command a ship at sea. But it shall be permitted to such who are accused of this misdemeanour, to defend themselves by producing their ship's journal, verbal process drawn up by the help of their officers, and the declarations of their ship's crew, of the cause of their separation.

5. It is his majesty's pleasure, that in case the said captains and masters, shall depart without convoy, or willingly separate from the fleet, by order of the owners of the ships, such owners shall be condemned in their own and particular name, to forfeit ten thousand livres, besides the penalties mentioned in the two foregoing articles against the said masters and captains.

6. His majesty enjoins the commanding officers of the said convoys to use their utmost care for the security of the fleet, to accompany them, and keep them under their flag. His majesty expressly forbids them not to abandon the ships under their care, through any pretence whatsoever, under pain of being broke, or more considerable punishment, according to what the exigence of the case may
require,

require; be it however understood, that in case of an unavoidable separation, the said officers shall do all that is in their power, to collect the convoy again; and when it shall so happen that they arrive in port, without the said ships, they shall deliver an abstract of their journal to the comptroller of the port where they arrive, which shall be examined by the commanding officers of the said port, assisted by such officers as his majesty shall think fit to nominate for that purpose; to the end, that his majesty may judge by the accounts delivered, of the reason of their separation, and give such orders as he shall think fit; for which reason, the officers shall be obliged to keep an exact journal of their navigation, or be liable to be called to account.

7. For the better execution of the above orders, the said officers shall give to the said captains and masters, signals for the voyage, to which signals, the said captains and masters shall be obliged to conform; those who do not shall undergo the penalty of serving one year as a private sailor, without wages, in his majesty's ships.

Dated May 14. N. S. 1745.

Signed _____
and underneath

Louis.
Philippeaux.

SECTION

SECTION. III.

Of Signals.

SIGNALS are made and multiplied by firing of guns; by lights; flags; broad pendants and pendants. Light-signals are multiplied by the number of lights; and the several places they are shown at, flags, or ensigns, are multiplied by the mixture of the three different colours used at sea; which furnish us with a vast number of signals, all of which it is extremely necessary every commander should know; who are to hoist the same signal to signify to the admiral that they take the proper notice of it.

When an admiral gives signals to his fleet, he begins by distributing them to each ship, each division, each squadron, and so on to the whole fleet, in order at any time to signify his orders, without loss of time. In this manner, he can make at once, the signal for three divisions, and for three ships of each division, and he can likewise make by means of the pendant only, the signals for three ships in each squadron, and of nine ships in the whole fleet; for example, when he makes the signal of the whole fleet and hoists on the same mast, a pendant, it is a signal for nine ships that have that pendant at the same place.

Signals

No. of
guns to
be fired*For what purpose.*For the blue squadron to tack and
gain the wind of the enemy.For the white squadron to do the
sameTo set the same sail as the admiral
doesFor the red squadron to draw into
a line of battle a-headFor the white squadron to do the
sameFor the blue squadron to do the
same*Signals by day.*

A blue flag at the main top

A white flag at the main top

A yellow flag at the main top

* A red flag striped with white at
the main top* A white flag striped with red and
blue at the main top* St. George's flag at the main top
— * Red, white, and blue pen-dants, under these flags signify
the drawing up the several
squadrons into line of battle
a-breast

An

DISSERTATION on the

*For what purpose.**Signals by day.*

Discovering danger

An union flag in the main top mast
shrouds

To speak with the admiral

A red ensign in the main top mast
shrouds

For all fireships in the red division

A white flag striped with yellow
in the main top mast shroudsFor ditto in the rear of the red's di-
vision

Ditto, at main top sail yard

For ditto in the admiral's division

Ditto, at the main sail yard

Ditto, in the van of the red's di-
vision

Ditto, in the main shrouds

For all captains of men of war

A red ensign in the main shrouds

For the headmost and weathermost
ships to tack

An union flag on the fore top

For the whole fleet to tack

Ditto, on the fore and mizen top

A white

*For what purpose.**Signals by day.*No. of
guns to

No. of
guns to
be fired

1

1 2

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1

*For what purpose.*For the vice-admiral to send ships
to chaseFor the pinnaces and barges manned
and armed to come on board
the admiral

If to chase

For all the boats in the fleet man-
ned and armed to come on
board the admiral

If to chase

To fill and stand on

To engage the enemy

To leave off chasing

For the vice-admiral of the red to
draw into a line of battle a-
head*Signals by day.*A white flag striped with red at the
fore top

A red pendant at the fore top

Ditto

Red pendants at the fore and mizen
tops

Ditto

A yellow flag at the fore top

A red flag at the fore top

A white flag at the fore top

A white flag striped with red at the
fore top

A red

ships to tack
For the whole fleet to tack

Ditto, on the fore and mizen top

A white

No. of
guns to
be fired*For what purpose.**Signals by day.*

A red pendant under ditto	For him to draw into a line of battle a-breast	1
A white flag striped with red and blue at the fore top	For the vice-admiral of the white to draw into a line of battle a-head	1
A white pendant under ditto	For him to draw into a line of battle a-breast	1
St. George's flag at the fore-top	For the vice-admiral of the blue to draw into a line of battle a- head	1
A blue pendant under ditto	For him to draw into a line of battle a-breast	1
A red flag with a white St. George's cross at the fore-top	For ships chacing to the N. E. to come into the fleet	1
A blue flag with a red St. George's cross at the fore-top	For ships chacing to the S. E.	1

*Signals by day.**For what purpose.*

No. of

No. of
guns to
be fired

I

I

I

I

I

come into the fleet
For ships chasing to the S. E.

crosses at the fore-top
A blue flag with a red St. George's
crosses at the fore-top

For what purpose.

For ships chasing to the S. W.

For ships chasing to the N. W.

For the vice admiral of the red to
tack and gain the wind of the
enemy

For the vice admiral of the white to
do the same

For the vice admiral of the blue to
do the same

For all fire ships in the white squa-
dron

For fire ships in the rear of the
white's division

Signals by day.

A white flag striped with red and
blue at the fore-top

A blue and white flag at the fore-
top

A red flag in the foretop-mast shrouds

A white flag in ditto

A blue flag in ditto

A white flag striped with yellow in
ditto

Ditto at the foretop-sail yard

Ditto

VOL. VI.

No. of
guns to
be fired*For what purpose.**Signals by day.*

Ditto in the fore shrouds	For fireships in the van of the white's division	1
Ditto at the foresail yard	For fireships in the admiral of the white's division	1
An union flag at the mizen top	For the sternmost and leewardmost ships to tack first	1
A red flag at the mizen top	To bring to on the starboard tack	1
A blue flag ditto	To bring to on the larboard tack	1
A white flag striped with red at the mizen top	For the rear admiral to send ships to chase	1
The standard of England at the mizen top	For all flag officers	1
Ditto and a red pendant at the mi- sen top	Ditto and general land officers	1
A red pendant at the mizen top	For long-boats manned and armed	1
Ditto	If to chase	2

Signals by day.

No. of
guns to
be fired*For what purpose.**Signals by day.*

Ditto with a white pendant at ditto
 For him to draw into a line of battle
 a-breast

St. George's flag at ditto
 For the rear admiral of the blue to
 draw into a line of battle a-
 head

Ditto with a blue pendant at ditto
 For him to draw into a line of battle
 a-breast

A red ensign in the mizen top-mast
 For the agent victualler

A white flag striped with yellow at
 shrouds
 For all fireships in the blue squa-
 dron

Ditto at the mizen top-fail yard
 For fire-ships in the rear of the blue
 division

Ditto in the mizen shrouds
 For fire-ships in the van of ditto
 Ditto at the mizen yard
 For fire-ships in the admiral of the
 blue's division

A red

Signals by day.

No. of
guns to
be fired

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I

For fire-ships in the admiral's
blue's division

For what purpose.

For captains in his own division
If for lieutenants, a west in the

ensign

For all tenders to come under the
admiral's stern —

For the fleet to draw into a line of
battle a-head of one another

For the fleet to draw into a line of
battle a-breast —

For fire ships to windward to bear
down into the admiral's wake

For fire ships to leeward to get into
the admiral's wake —

For all flag ships in the fleet to get
into the admiral's wake

Ditto in the mizen inrouds
Ditto at the mizen yard
A red

Signals by day.

A red pendant at the mizen

A white flag striped with yellow at
ditto

An union flag at ditto —

A red pendant under it at ditto

A blue flag at the mizen

An union flag over it at ditto

A red flag at ditto —

A white

DISSERTATION on the

For what purpose.

Signals by day.

A white flag at ditto	—	For all frigates in the admiral's squadron not in the line, to come under his stern	I
A white and red flag at ditto		For those ships which lead the star- board-tack in the line of battle, to lead large	I
A St. George's flag at ditto		For those ships which lead the lar- board-tack in the line of battle, to lead large	I
A white and blue flag at ditto		For flags in a line of battle a-head to keep a league distant from one another	I
A blue pendant under ditto		For flags in a line of battle a-breast to keep a league distant from one another	I
A yellow		—	I

No. of
guns to
be fired

I

I

I

I

I

For what purpose.

For flags in a line of battle a head
to keep two leagues from one
another —

For flags in a line of battle a-breast
to keep two leagues distant
from one another —

For a particular ship to chace to
windward —

For a particular ship to chace to
leeward —

For all captains in the fleet; if for
lieutenants, a west in the en-
sign —

Signals by day.

A yellow flag at the mizen

A yellow pendant under ditto

CA yellow pendant at the bottom of
the spindle of the mizen top,
and a red flag in the mizen
shrouds

A yellow pendant and a bue flag at
the above places

An union flag in the mizen shrouds

The

one another

yellow

No. of
guns to
be fired*For what purpose.**Signals by day.*

For English flag officers

The standard of Great Britain in

ditto

A red flag in ditto

For all captains in his own squadron ; if for lieutenants a west in the ensign —

A white flag in ditto

For the vice-admiral and captains of his squadron ; if for lieutenants, a west in the ensign

A blue flag in ditto

For the rear-admiral and captains of his squadron ; if for lieutenants, a west in the ensign

A red flag with a white cross in the mizen shrouds, and a yellow pendant at the main top-sail yard

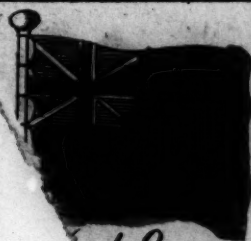
For a particular ship to chase to the N. E. —

A blue

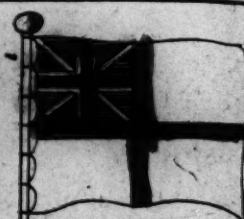
yard

blue

AND, and of all NATIONS.



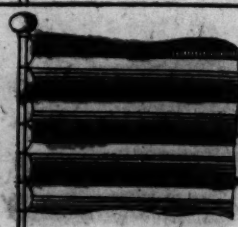
Red Ensign



White



5



6



Office

N. of
guns to
be fired

For what purpose.

Signals by day.

A blue and white flag in the mizen

N. of
guns to
be fired

For what purpose.

For a particular ship to chace to
the N. W. —

For a particular ship to chace to
the S. W. —

For a particular ship to chace to
the S. E. —

For a particular ship to cut or slip,
and chace to windward

Signals by day.

A blue and white flag in the mizen
shrouds and a yellow pendant
at the mizen top below the
spindle

A white flag striped red and blue in
the mizen shrouds and a yellow
pendant at the mizen top
below the spindle

A blue flag with a red cross in the
mizen shrouds and a yellow
pendant at the mizen top sail-
yard

A red flag in the mizen shrouds
and a yellow pendant at the
mizen top below the spindle

A blue.

<i>Signals by day.</i>	<i>For what purpose.</i>	
A blue flag in the mizen shrouds and a yellow pendant at the mizen top below the spindle	For a particular ship to cut and chase to leeward	
A red ensign in the mizen shrouds	For all merchant ships	—
A red vane on the ensign-staff and a yellow pendant on the fore-top below the spindle	For the lieutenant of a particular ship	
A red broad pendant on the ensign-staff	For the fleet to wear and bring to on the other tack	—
A red flag on the ensign-staff and a red broad pendant over it	For the fleet to exercise their small and great guns	—
The standard of England on the ensign-staff	For the vice and rear admiral's of the fleet	—
A white flag on the ensign-staff	For the white squadron to make more sail	—

ART OF WAR.

35

No. of
guns to
be fired

1

1

2

2

10

4

For what purpose.

Signals by day.

A blue flag on ditto — For the blue squadron to make more sail

A white flag striped with yellow on ditto For all fireships in the fleet

A white flag striped with red and blue on ditto To anchor

A blue pendant at the maintop and the topfails only, half-mast high Discovering frange ships

A blue pendant at the maintop and jack and ensign hauled down Springing a leak, or some other damage

SIGNALS IN A FOG.

To weigh —
To tack —

No. of
guns to
be fired

6

8

10

every

half

hour

a gun

ditto

2

SIGNALS IN A FOG.

To bring to on the starboard tack

To bring to on the larboard tack

To make fail, after lying by

To continue the the same fail as when the fog begun

If the admiral makes more sail

To anchor

SIGNALS IN THE NIGHT.

*Number of lights, and where placed.**For what purpose.*

Three on the main topmast

Four on the ensign-staff

One Ditto

To unmoor

For all lieutenants

If for those in his own division

2

2

1

Four on the ensign-staff
 One Ditto

For all lieutenants
 If for those in his own division

Number of lights, and where placed.

One at each end of the fore-yard
 and one at each end of the
 main-yard; four eights in all
 One on the main top-mast
 Two on the ensign staff
 One at the mizen

Four in fore-shrouds

Three in the mizen shrouds

Three in the main shrouds
 Two on the ensign staff
 One at each end of the fore-yard
 Four One in the main shrouds and one
 in the fore shrouds

For what purpose.

For the fleet to cut, or slip
 To weigh
 To tack
 For the fleet to wear and bring to
 on the other tack
 To lie a tress, or hull, or head fails
 to the mast
 When any ship lies by after the
 fleet has made sail

Discovering land, or danger

Springing a leak, or some other da-
 mage

No. of
guns to
be fired

6 8

DISSERTATION on the

1 1

10 2 1

Number of lights and where placed.

Four in the fore shrouds

Ditto

One at the fore-top below the
spindle

One at the main top ditto

One at the mizen top ditto

One at the top of the ensign-staff

Two at the mizen top below the
spindle

For what purpose.

To bring to on the starboard tack

To bring to on the larboard tack

To Moor

To strike yards and topmasts

To hoist yards and topmasts

To make sail after lying by

To anchor

To alter the course (without alte-
ration of lights)

* The

as given by L'Hofte.

* The following are the French signals as given by L'Hôte.

A white and red flag under the flag-staff at the mizen topmast-head	To rally, or return to action
White and blue at the same place	To board
White striped with blue at the same place	To double the enemy
Three guns fired quick	To begin the action
A white and red flag at the ensign-staff	A council of general officers
White and blue at the same place	A council of captains
Red and blue at the same place	A council of commissaries, or pursurs

The admiral may consult the commanders without losing the time of coming on board him, by hoisting at the ensign-staff the following flags.

White striped with red	—	To engage
White striped with blue	—	To cease firing
Red striped with white	—	To pursue
Red striped with blue	—	To retreat

And

And the commanders will for the affirmative hoist a white pendant at the same place, and for the negative a red one.

When any of the commanders choose to speak with the admiral on any of the following occasions, they will hoist on the ensign-staff these flags.

A white pendant
A red pendant
A blue pendant
A white and blue pendant
A white and red pendant

For a number of sick on board
The ship makes water
Having water for only a few days
In want of bread
In want of wood

And the admiral will answer by the same, upon which the ship brings to.

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SECTION IV.

An abridgment of the naval articles of war, appointed to be frequently read on board the Royal navy and all private ships of war, who are honoured with his majesty's commission, in times of both peace and war.

I. **A**LL commanders, captains, &c. of his majesty's ships of war, shall cause the public worship of Almighty God, according to the liturgy of the church of England, to be reverently performed in their respective ships, and shall take care that prayers and preaching be performed diligently; and that the Lord's day be observed according to law.

II. All flag-officers, and persons belonging to his majesty's ships of war, being guilty of prophane oaths, cursing, execrations, drunkenness, or other scandalous actions, in derogation of God's honour, and corruption of good manners, *shall incur such punishment as a court-martial shall think fit to impose.*
&c.

III. If any officer, or other person, of the fleet, shall give, or entertain, intelligence, to, or with any enemy, or rebel, without
leave

leave from the king, or the lord high admiral, &c. and be thereof convicted by a court-martial, *he shall be punished with death.*

IV. If any letter, or message, from any enemy, or rebel, be conveyed to any officer, or any other person in the fleet, and such person shall not, within twelve hours, (having opportunity) acquaint his superior officer with it; or if any superior officer, being acquainted therewith, shall not in convenient time reveal the same to the commander in chief, every person so offending *shall suffer death, &c.*

V. All spies, who shall bring or deliver any seducing letters or messages; from any enemy, or rebel; or endeavour to corrupt any person in the fleet, *they shall suffer death.*

VI. No person in the fleet shall relieve an enemy or rebel, with money, victuals, powder, shot, arms, ammunition, or any other supplies, directly, or indirectly, *upon pain of death, &c.*

VII. All writings whatsoever, that shall be taken, or found on board ships which shall be taken as prize, shall be preserved, and the originals shall, by the commanding officer of the ship which shall take such prize, be sent entire and without fraud to the court of admiralty, or such other court, or commissioners, as shall be authorised to determine whether such prize be lawful capture, there to be
viewed

viewed, made use of, and proceeded upon according to law, *upon pain of forfeiting his share of the capture, &c.*

VIII. No person in, or belonging to, the fleet, shall take out of any prize, any money, plate, or goods, unless it shall be necessary for the better securing thereof, or for the necessary use, or service, of any of his majesty's ships of war, before the same be adjudged lawful prize; but the entire account of the whole, without embezzlement, shall be brought in, and judgment passed upon the whole, without fraud, *upon pain that every person offending shall forfeit his share of the capture, &c.*

IX. If any vessel shall be taken as prize, none of the officers or persons on board her, shall be stripped of their cloaths, or pillaged, beaten, or evil-treated, *upon pain that the offender shall be punished as a court-martial shall sentence.*

X. Every flag-officer, captain, and commander in the fleet. who upon signal or order of fight, or sight of any ship or ships, which it may be his duty to engage, or who upon likelihood of engagement, shall not make the necessary preparations for fight, and shall not in his own person, and according to his place, encourage the inferior officers and men to fight courageously, shall suffer death, or other punishment, &c. and if any person in the fleet shall treacherously or cowardly yield,
or

or cry for quarter, on being convicted, *shall suffer death.*

XI. Every person in the fleet, who shall not duly observe the orders of the admiral, flag-officer, commander of any squadron or division, or other his superior officer, for assailing, joining battle with, or making defence in any fleet, squadron, or ship, or shall not obey the orders of his superior officer, in time of action, to the best of his power, or shall not use all possible endeavours to put the same effectually in execution, being convicted thereof, *shall suffer death, &c.*

XII. Every person in the fleet, who thro' cowardice, negligence, or disaffection, shall, in time of action, withdraw, or keep back, or not come into the engagement, or shall not do his utmost to take or destroy every ship which it shall be his duty to engage, and to assist and relieve all and every of his majesty's ships, or those of his allies, which it shall be his duty to assist and relieve, being convicted thereof, *shall suffer death.*

XIII. Every person in the fleet, who thro' cowardice, negligence, or disaffection, shall forbear to pursue the chase of an enemy, pirate, or rebel, beaten or flying; or shall not relieve and assist a known friend in view, to the utmost of his power, being convicted, *shall suffer death.*

XIV. If any action, or any service shall be commanded, and any person in the fleet shall

shall presume to delay or discourage the same, upon pretence of arrears of wages, or any pretence whatsoever, and be convicted thereof, *he shall suffer death, &c.*

XV. Every person in, or belonging to the fleet, who shall desert to the enemy, pirate, or rebel, or run away with any of his majesty's ships, or any ordinance, ammunition, stores, or provision belonging thereto, to the weakening of the service, or yield up the same cowardly, or treacherously, being convicted, *shall suffer death.*

XVI. Every person in or belonging to the fleet, who shall desert, or entice others so to do, shall suffer death, or such other punishment, as the circumstances of the offence shall deserve, and a court-martial shall think fit; and if any commanding officer of any of his majesty's ships of war, shall receive or entertain a deserter from any of his majesty's ships, after discovering him to be such, and shall not with all convenient speed give notice to the captain of the ship, to which such deserter belongs, or if the said ships are at any considerable distance from each other, to the secretary of the admiralty, or to the commander in chief, every person so offending, and being convicted, *&c. shall be cashiered.*

XVII. The officers and seamen of all ships appointed for convoy of merchant-ships, or of any other, shall diligently attend upon that charge, without delay, according to their instructions;

structions; and whosoever shall be faulty therein, and shall not perform their duty, and defend the ships and goods in the convoy, without either diverting to other parts, or occasions, or refusing, or neglecting to fight in their defence if they be assailed, or running away cowardly, and submitting the convoy to peril and hazard, or shall demand, or exact any money or other reward, from any merchant or master, for convoying of any vessels intrusted to their care, or shall misuse the masters or mariners thereof, shall be condemned to make reparation of the damage to the merchants, owners, or others, as the court of admiralty shall adjudge, and also be punished according to the quality of their offences, *by death, or other punishment*, according as shall be adjudged by the court-martial.

XVIII. If any captain, or other officer of any of his majesty's ships, shall receive on board, or permit to be received on board such ship, any goods or merchandizes, other than for the sole use of the ship, except gold, silver, or jewels, and except the goods and merchandizes belonging to any vessel which may be shipwrecked, or in imminent danger of being shipwrecked, either on the high seas, or in any port, creek, or harbour, in order to the preserving them for their proper owners, and except such goods or merchandizes as he shall be ordered to receive on board by order of the lord high admiral of Great Britain, or the

the commissioners for executing the said office, and be convicted thereof, *he shall be cashiered*, and be for ever afterwards rendered incapable to serve in any place, or office in the naval service of his majesty, &c.

XIX. If any person in, or belonging to the fleet, shall make, or endeavour to make any mutinous assembly, upon any pretence whatsoever, and be convicted thereof, &c. he shall suffer death; and if any person shall utter any words of sedition, or mutiny, he shall suffer death, or such other punishment as a court-martial shall deem him to deserve. And if any officer, mariner, or soldier, shall behave himself with contempt to his superior officer, such superior officer being in the execution of his office, *he shall be punished according to the nature of his offence by the judgment of a court-martial*.

XX. If any person in the fleet shall conceal any traiterous or mutinous practice or design, being convicted thereof, &c. he shall suffer death; and if any person shall conceal any traiterous or mutinous words, spoken by any to the prejudice of his majesty, or government, or any words, practice, or designs, tending to the hindrance of the service, and shall not forthwith reveal the same to the commanding officer, or being present at any mutiny, or sedition, shall not use his utmost endeavours to suppress the same, *he shall be punished as a court-martial thinks he deserves*.

XXI. If

XXI. If any person in the fleet shall find cause of complaint, of the unwholesomeness of the victual, or other just ground, he shall soon make the same known to his superior, or captain, or commander in chief, as the occasion may deserve, that such present remedy may be had as the matter requires; and the said superior, &c. shall as far as he is able, cause the same to be presently remedied; and that no person upon such, or any other pretence, shall attempt to stir up any disturbance, *upon pain of such punishment as a court-martial shall think fit to inflict, &c.*

XXII. If any officer, or other person in the fleet, shall strike any of his superior officers, or draw, or offer to draw, or lift up any weapon against him, being in the execution of his office, on any pretence whatsoever, and be convicted thereof, &c. he shall suffer death; and if any person shall presume to quarrel with any of his superior officers, being in execution of his office, or shall disobey any lawful command of any of his superior officers, and be convicted thereof, &c. *he shall suffer death, &c.*

XXIII. If any person in the fleet shall quarrel, or fight with any other person in the fleet, or use reproachful or provoking speeches, or gestures, tending to make any quarrel, or disturbance, he shall, upon being convicted, *suffer such punishment as the offence shall deserve, and a court-martial shall impose.*

XXIV. There

XXIV. There shall be no wasteful expence of powder, shot, ammunition, or other stores in the fleet, nor any imbezzlement thereof, but the stores and provisions shall be carefully preserved, *upon pain of such punishment to the offenders, abettors, buyers and receivers* (being persons subject to nautical discipline) *as shall be by a court-martial found just.*

XXV. Every person in the fleet, who shall unlawfully burn, or set fire to any magazine, or store of powder, or ship, boat, ketch, hoy, or vessel, or tackle, or furniture thereunto belonging, not then appertaining to an enemy, pirate, or rebel, being convicted of any such offence, by the sentence of a court-martial, *shall suffer death.*

XXVI. Care shall be taken in the conducting and steering of any of his majesty's ships, that through wilfulness, negligence, or other defaults, no ship be stranded, or run upon any rocks, or sands, or split, or hazarded, upon pain that such as shall be found guilty therein, be punished *by death, &c.*

XXVII. No person in, or belonging to the fleet, shall sleep upon his watch, negligently perform the duty imposed on him, or forsake his station, *upon pain of death, &c.*

XXVIII. All murders committed by any person in the fleet, shall be punished *with death, &c.*

XXIX. If any person in the fleet shall commit the unnatural and detestable sin of
Vol, VI. D buggery

buggery or sodomy, with man or beast, he shall be punished *with death, &c.*

XXX. All robbery committed by any person in the fleet, shall be punished *with death, &c.*

XXXI. Every officer or other person in the fleet, who shall knowingly make, or sign a false muster, or muster-book, or who shall command, counsel, or procure the making or signing thereof, shall, upon proof of any such offence, &c. *be cashiered*, and rendered incapable of further employment in his majesty's naval service.

XXXII. No provost-marshal belonging to the fleet, shall refuse to apprehend any criminal, whom he shall be authorized, by legal warrant, to apprehend, or to receive, or keep any prisoner committed to his charge, or wilfully suffer him to escape, being once in his custody, or dismiss him without lawful order, upon pain of such punishment as a court-martial shall deem him to deserve; and all officers, and others in the fleet, shall do their endeavour to detect, apprehend, and bring to punishment all offenders, and shall assist the officers appointed for that purpose therein, *upon pain of being proceeded against, and punished by a court-martial, &c.*

XXIII. If any flag officer, captain, or commander, or lieutenant belonging to the fleet, shall be convicted before a court-martial, of behaving in a scandalous, infamous, cruel, oppres-

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A *Acradina*, B *Nasos*, C *Sycha* or *Tycha*, D *Temenites*, E *Epipolæ*,
 F *the Quarry & Prison*, G *Fort of Labdalum*, H *Euryalus*, I *Camp of*
the Athenians, K *the Walls made by them for the Siege*, L *Heaps of Stones for the*
finishing of the Walls, M *Marshes*, N *Wall made by the besieged*, O *Leon*, P *Trogilus*,
 Q *Thapsus*, R *the Great Haven*, S *the little Haven*, T *Fort Plemmyrium*,
 V *Dascon*, W *Olympæum*, X *Highway to Helorus*, Y *River Anapus*,
 Z *Lake Lysimelia*, a *Port of Trogilorum*, d *Tower of Hercules*.



The CITY of SYRACUSE as before

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as besieged by the ATHENIANS.

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oppressive, or fraudulent manner, unbecoming the character of an officer, *he shall be dismissed from his majesty's service.*

XXXIV. Every person being in actual service, and full pay, and part of the crew belonging to any of his majesty's ship of war, who shall be guilty of mutiny, desertion, or disobedience to any lawful command, in any part of his majesty's dominions on shore, when in actual service relative to the fleet, shall be liable to be tried by a court-martial, and suffer such like punishment for every such offence, as if the same had been committed at sea.

XXXV. If any person who shall be in actual service, and full of pay in his majesty's ships of war, shall commit upon the shore, in any place out of his majesty's dominions, any of the crimes punishable by these articles and orders, he shall be liable to be tried and punished for the same, in like manner as if the said crimes had been committed at sea.

XXXVI. All other crimes, not capital, committed by any person in the fleet, which are not mentioned in this act, or for which no punishment is hereby directed to be inflicted, *shall be punished according to the laws and customs in such cases used at sea*.*

* All the officers present, who are to constitute court-martial for the trial of offenders, shall,

before they proceed to trial take an oath before the court, to be administered by the judge advocate, or his deputy, in the words following, viz.

“ I A. B. do swear, that I will duly administer justice, according to the articles and orders, established by an act passed in the twenty-second year of the reign of his majesty king George the second, for amending, explaining, and reducing into one act of parliament the laws relating to the government of his majesty's ships, vessels, and forces by sea, without partiality favour or affection; and if any case shall arise, which is not particularly mentioned in the said articles and orders, I will duly administer justice according to my conscience, the best of my understanding, and the custom of the navy in like cases; and I do further swear, that I will not upon any account, at any time whatsoever, disclose or discover the vote or opinion of any particular member of this court-martial, unless thereunto required by act of parliament.

So help me God.”

And as soon as the said oath shall have been administered to the respective members, the president of the court shall administer to the judge advocate, or the person officiating as such, an oath in the following words:

“ I A. B. do swear, that I will not upon any account, at any time whatsoever, disclose, or discover the vote or opinion of any particular member of this court-martial, unless thereunto required by act of parliament.

So help me God.

No

No sentence, of death by any court-martial held within the narrow seas (except in cases of mutiny) shall be executed till after report of the proceedings shall have been made to the lord high admiral, or the commissioners for executing the said office, and his or their directions shall have been given therein; and if the said court shall have been held beyond the narrow seas, then such sentence of death shall not be executed but by order of the commander of the fleet, or squadron wherein sentence was passed; and where sentence of death shall be passed in any squadron, detached from any other fleet or squadron upon any separate service, then such sentence (except in cases of mutiny) shall not be executed but by order of the commander of the fleet or squadron, from which such detachment shall have been made, or of the lord high admiral, or the commissioners for executing the said office; and where sentence of death shall be passed in any court held by the senior officer of five, or more ships, which shall happen to meet in foreign parts, then such sentence (except in cases of mutiny) shall not be executed but by order of the lord high admiral, or commissioners for executing the said office.





A

MILITARY DICTIONARY.

Adjutant, or Aid-major. An officer who assists the major in his duty, and performs it for him in his absence. There is an adjutant to every battalion, and his post is on the left, behind the captain's and the lieutenant-colonel.

Advanced fosse. A moat round a place to prevent a surprise.

Advanced guard. See guard.

Aid-de-camp. He attends on the general to receive and carry his orders as occasion requires. When the king is in the field, he usually appoints young volunteers of quality, to carry his orders, and they are called the king's aids-de camp. A lieutenant-general has two, and a major-general one.

Aim frontlet. An engineer's machine with which he levels and directs his cannon.

Alarm. Sometimes falsely written *Alarum* (from the Italian *all'Arme*, to arms,) is a sudden apprehension which makes the men
run

run to their arms, and stand upon their guard.

Alarm-post. The ground appointed by the quarter-master-general, for each regiment to march to in case of an alarm.

Ambuscade, or Ambush. A body of men that lie concealed in a wood, or other convenient place to surprise, or enclose, an enemy. To fall into an ambush; to discover an ambush; to defeat an ambush, are phrases used on account of these parties.

Ambligon. An angle of more than ninety degrees, or obtuse angle.

Ammunition. Implies all sorts of warlike stores, but more particularly, powder and ball.

Ammunition-bread. The bread that is provided for, and distributed to, the soldiers. The usual allowance is a loaf of six pounds to every soldier, once in four days.

Angle. As a geometrical term in general signifies the meeting of two lines, and touching one another in the same plain; yet not lying in the same strait direction, but so, that if prolonged, they would cut one another, and so form another angle upon the back of the first.

A Right Angle. Is formed by a line falling perpendicularly upon another, and the measure of this angle is always ninety degrees.

An Acute Angle. That which is sharp and less open than the right angle, in measure under ninety degrees.

An Obtuse angle. That which is blunt, and more open than a right angle, the same as amblygon.

An Angle Rectilinear. Is made by strait lines to distinguish it from the spherical or curvilinear.

Angle at the Centre. In fortification is that which is formed in the midst of the polygon, or figure, by two lines proceeding from the centre, and terminating at the two nearest angles of the polygon.

Angle of the Curtain, or Angle of the Flank. That which is made by, and contained between the curtain and the flank.

Angle of the Polygon. That which is made by the meeting of the two sides of the polygon, or figure in the center of the bastion.

Angle of the Triangle. Half the angle of the polygon.

Angle of Bastion, or Flanked Angle. That which is made by the two faces, being the utmost part of the bastion, most exposed to the enemies batteries, and called the point of the bastion.

Angle Diminished. Only used by the Dutch engineers, and composed by the face of the bastion, and the exterior side of the polygon.

Angle

Angle of the Shoulder, or Epaule. Formed by one face, and one shoulder of the bastion.

Angle of the Flank. Vide angle of the curtain.

Angle of the Tenaille. Or outward flanking angle, called also angle mort, or dead angle.

Angle Rentrant, or Angle inwards. Made by two lines fichant, that is, the faces of the two bastions, extended till they meet in an angle towards the curtain, and is that which always carries its point towards the work.

Angle forming the Face. Is the inward angle composed of one face.

Angle forming the Flank. Made by the flank, and that part of the side of the polygon, which runs from the said flank to the angle of the polygon, and if protracted crosses the bastion.

Angle of the Moat. Is formed before the center of the curtain, by the outward line of the moat, or fosse.

Angle Flanked, or point of the bastion. See angle of the bastion.

Angle Saillant, Sortant or Sallying angle. That which thrusts out its point from the work towards the country, such is the angle of the counterscarp, before the point of a bastion.

Angle Rentrant, or Entering Angle. An angle pointing inwards, as the saillant does outwards.

outwards, such is the angle of the counterscarp before the curtain.

Angle, Inward Flanking. That which is made by the flanking line of the curtain.

Angle of the Counterscarp. Made by two sides of the counterscarp before the middle of the curtain.

Angles of a battalion. Made by the last men at the ends of the ranks and files.

Angles, Front. The two last men in the front rank.

Angles, Rear. The two last men of the rear rank.

Anspesade. See lanspesade.

Antestature. A small retrenchment hastily made with pallisadoes, gabions, or bags of earth, wherewith men cover themselves suddenly, to dispute the rest of the ground when the enemy has gained part.

Appointi. A foot foldier, who for his long service and extraordinary bravery, receives pay above the private centinels, and expects to be advanced. This is in France only, we having no such in England.

Approaches. All the works that are carried on towards a place that is besieged; as the trenches, epaulments without trenches, redouble places of arms, sappe galleries and lodgments, see these words in their several places, approaches also signify attacks.

Araingni Rameau. Branch, return, or gallery of a mine, see gallery.

Area.

Area. The superficial content of any rampart, or other work.

Army. A numerous body of troops consisting of Horse foot and dragoons, commanded by a general, and divided into brigades. See Wings, Center.

Army Flying, or Flying camp. See camp.

Arms place of. See place.

Arsenal, or Magazine. A place appointed for making and keeping of all kind of warlike stores.

Artillery. All sorts of great guns, mortars, petards, and the like, the train of artillery includes all sorts of warlike stores, there is a comptroller, and very many other officers belonging to the artillery; besides conductors, bombadiers, gunners, mattrasses, pioneers, pontoon-men, carpenters, wheelrights, smiths, coopers, tinmen, and collar makers. See cannon.

Artillery Park. See park.

Assault, or Storm. The effort men make, and the fight they engage in, to become masters of a post, and gain it by main force, driving the defendants from it, and exposing their body for this purpose to the fire of the besieged, without the defence of any work. An assault is generally made by the regiments that guard the trenches, sustained by detachments from the army. Whilst it lasts, and both parties are mixed, there is no danger of the cannon on either side, because both are afraid of destroying their own men among the enemies.

enemies. The phrases, the word is used in are, to give an assault, to be commanded to the assault, to second the assault, to repulse an assault, to carry by assault.

Assault to, or Storm. Vide to insult.

Assembly. The second beat of drum before a march, at which they strike, and roll up their tents and stand to their arms.

Attack. The general assault, or onset, that is given to gain a post, or upon any body of troops.

Attack of a Siege. The works the besiegers carry on either trenches, galleries, sapps, or breaches, to reduce a place on any of its sides, most commonly two attacks are carried on against one same tenaille, or front of a place, with lines of communication between them. Vide trenches.

Attacks, False. Are not carried on with such vigour, as true, not being intended to do the same effect, but only to give a diversion to the besieged, divide the garrison, and favour the real attack; and yet sometimes the false attack has proved as successful, as the real regular or droit attacks; those which are carried on in form, according to rules of art.

Avant Fosse. Or ditch of the counterscarp next the campaign, at the foot of the glacis, engineers do not approve of it, where there is a possibility of draining it, because then it

is a trench ready made for the besiegers to defend themselves against the sallies of the besieged, and besides, it obstructs the throwing of succours into the place.

B.

BACULE. A gate made like a pitfall, with a counterpoise before the advanced guards, near the gate which is supported with stakes.

Baggage Waggons. Those in which the officers and regiments baggage are carried. Before a march, they are appointed a rendezvous, and are marshalled by the waggon-master general according to the rank the regiments have in the army. On a march, they sometimes follow their respective columns of the army, sometimes the artillery, and sometimes make a column of themselves. The general's baggage is first. If the army march from the right, the baggage of that wing has the van; if from the left, the baggage of the left has the van. Each waggon has a flag to shew to what regiment it belongs.

Ban. A proclamation made at the head of a body of troops or in the several quarters of the army, by sound of trumpet, or beat of drum, either for observing of martial discipline,

cipline, or for declaring a new officer, or punishing a soldier or the like.

Ban of the Empire. A public censure by which the privileges of any German prince are suspended.

Bandeliers. Little wooden cases covered with leather of which every musqueteer used to wear twelve hanging on his shoulder-belt, or collar; each of them contained a charge of powder for a musquet. But they are not used now, the foot soldier wearing a leathern pouch to a broad belt.

Bands. Bodies of foot properly, as the French formerly called all their infantry, *Bands Francoises.* In England the word is still used; the militia being called the trained bands; as also for the band of pensioners, a company of gentlemen attending on the king's person upon solemn occasions.

Barrack. A hut like a little cottage for soldiers to lie in the camp; once those of the horse only were called barracks, and those of the foot, huts, but now the name is indifferently given to both. They are made when the soldiers have not tents, or when an army lies long in a place in bad weather, because they keep out cold, heat, or rain, better than tents, and are otherwise more commodious. They are generally made by fixing four forked poles in the ground, laying four others a-cross them, and building the walls with wattles, fods, or such other as the place affords,

affords. The top is either thatched, or covered with planks, or sometimes with turf.

Barbe. To fire *en barbe*, is to fire the cannon over the parapet, instead of putting it through the embasures. To fire thus, the parapet ought to be three foot and a half high.

Barm. Vide Foreland.

Barricade. A fence made of pallisadoes.

Barrels. Filled with earth, serve to make parapets to cover the men, like the gabions and canvas bags.

Barrels, Thundering. Are filled with bombs, grenadoes and other fireworks, to be rolled down a breach.

Base, or Basis. The level line on which any work stands, that is even with the ground or other work on which it is erected. Thus the base of a parapet is the rampart.

Base, a. Signifies the smallest piece of cannon, carrying a ball of but five ounces weight.

Base-ring of a cannon. The great ring next to, and behind the touch-hole.

Baskets, or Corbeilles. Are used to fill with earth, and place one by another on a parapet, to cover the men from the enemy's shot. They are wider at the top than at the bottom, that there may be space between them below for the men to fire through upon the enemy. They are generally a foot and a half high, as much.

much broad at top, and eight, or ten inches at bottom.

Basse Enceinte, or Lower Inclosure. See *Fausse-Braye*.

Bastion. A huge mass of earth, usually faced with sods, sometimes with brick and sometimes with stone, standing out from a rampart, of which it is a principal part. It consists of two faces, two flanks, and two demigorges. There are several kinds of bastions. A *bastion composed*, is when the two sides of the inner polygon is very unequal. A *cut bastion*, or bastion with a *Tennaille*, is that whose point is cut off, and makes an angle, and two points outwards. A *deformed bastion*, is that which wants one of its demigorges, one side of the inner polygon being too short. A *Demi-bastion*, has but one face and one flank, and is also called an *Epaulment*. A *Detached bastion*, is that which is separated from the body of the works. A *Double bastion* is when one bastion is built upon the plain of another, twelve, or eighteen feet, being left between the parapet of the lower, and a foot of the higher. A *Flat bastion*, is one built on a right line, in the middle of a curtain, when it is too long to be defended by the bastions at its extremes. A *Hollow, or Void bastion*, has a rampart and parapet ranging round its flanks and faces, so as to leave a void space towards the center.

center. A *Regular*, is that which hath its due proportion of faces, flanks, and gorges; and an *Irregular* one, is where this proportion is not observed. A *Solid* bastion, is that which hath its earth equal to the height of the rampart, without any void space towards the center.

Battalion. A body of foot, commonly consisting of seven, or eight, hundred men, two thirds whereof to be musqueteers, and the other third, pikemen, who were posted in the center. But the general use of bayonets has brought that of pikes into disuse. Battalions are for the most part drawn up six deep, that is, six men in file, or one before another; those in length are side by side, being called ranks. Some regiments consist of but one battalion; but if more numerous, they are divided into several battalions according to their strength, so that every one may be about the above number. Thus the battalions of French guards have commonly but five companies, because each of those companies have one hundred and fifty men; but of other French regiments, there go sixteen companies to make up a battalion, because they are but fifty men in a company. Of the Swiss guards, four companies make a battalion, because there are one hundred and eighty men in a company. In the English foot guards, the first regiment consists of three battalions, and the second and third, of two each. When there

there are companies of several regiments in a garrison, and they are to form a battalion those of the eldest regiment post themselves on the right, those of the second on the left, and so the others successively on the right and left, till the youngest fall in the center. The subaltern officers take their post before their companies, the captains on the right and left according to their degree. Battalions are divided into three great divisions, which are the right and left wings, and the center. The grenadiers, of which there are now usually one company in a battalion, take the right of the other companies. In marching, when there is not room for so large a front, they break into sub-divisions, according as the ground will allow. The art of drawing up battalions, teaches how to range a body of foot in such order, and form, that it may most advantageously engage a greater body, either of horse, or foot, or both. But the main design is to prevent the foot being broken by the horse, when attacked in open field, where there are no ditches, hedges, or other advantage to secure them. Formerly they used to reduce the battalion to an octagon, or figure of eight sides; and since the hollow square has been used; but both these methods require too much time upon sudden occasions, and men must be very well disciplined, or it will put them into greater confusion. There is usually great uncertainty in

com-

computing the number of an army from that of battalions, which by the common chance of war, are often liable to be very incomplete.

Battery, or Platform. A place raised to plant cannon upon, in order to fire upon an enemy. It is laid with planks, and sleepers for them to rest on, that the wheels of the carriages may not sink into the earth. A field, or camp battery, is generally surrounded with a trench and palisades, has a parapet at the top, and two redoubts on the flanks, or places of arms to cover the troops appointed for its defence. There are several kinds of batteries, viz. a battery of mortars, which differs from that of guns, being sunk into the ground, and without embrasures; the Dutch call it a kettle. A battery sunk, or buried, is that whose platform is sunk into the ground, with trenches cut in the earth against the muzzles of the guns, to serve for embrasures. Cross batteries, are two which play athwart one another upon the same point, forming an angle there. A battery d'Enfilade, is one that scours the whole length of a strait line. Battery en echarpe, is that which plays obliquely. Battery de Revers, or Murdering battery, is one that plays on the back of any place. Battery Joint, or par Camerade, is when several guns fire at the same time upon one body. To raise a battery, to ruin a battery; are phrases that respect this work

work. The latter signifies to blow it up, or nail the guns. In a siege, guns are brought to a battery in the night, by men, having harness for that purpose.

Batteurs d'Estrade. Scouts, or discoverers, horsemen sent out before the army to discover, and report what they see to the general.

Bayonet. A broad dagger without any guard, with a round taper handle, to fix to the muzzle of a musket.

Beetles. Great sledges, or hammers to drive down palisades, &c.

Biovac. A night-guard performed by the whole army; which either at a siege, or lying before an enemy, every evening draws out from its tents and continues all night under arms, before its lines, to prevent any surprise. When the troops are much harrassed, or there is no great apprehension of the enemy, the two first ranks, by turns, stand armed, while rear ranks lie down on the ground to rest. The word biovac, is a corruption of the German weinack, which signifies a double guard. To raise the biovac, is to return the army to their tents before break of day.

Blind. See Orillon.

Blinds. Sometimes mantelets, and sometimes Orillons are so called, which see; but most properly, blinds are bundles of osiers, or other small wood, bound at both ends, and set up between stakes; serving to shelter the

work-

workmen, and prevent their being overlooked by the enemy.

Blockade. Is when troops are posted at the avenues leading to a town, so that no provisions can be carried into it, in order to starve it, or make it surrender.

Blunderbuss. A short piece with a very large bore, to carry many musket, or pistol bullets.

Bolts. In gunnery are of several sorts; those between the cheeks of a gun carriage to strengthen the transoms, are called the transom bolts. The large iron knobs, on the cheeks of a carriage, which keep the handspike steady, are called prise bolts. The two short bolts, that, when they are inserted in each end of an English mortar carriage, serve to traverse her, are called traverse bolts. The bolts that pass through the cheeks of a mortar, and keep it fixed at the elevation, by the help of quoins, are called bracket bolts. And the four bolts which fasten the brackets, or cheeks, to the bed of a mortar, are called bed bolts.

Bomb. A hollow iron-ball, or shell, filled with gunpowder, and sometimes nails, or pieces of iron, and shot from a mortar. The bomb has a round hole, in which is fixed a fuze, or wooden tube, filled with a composition that burns slowly, so as not to set fire to the powder within, till the bomb falls; otherwise

otherwise it bursts in the air, and has not its designed effect.

Bombadiers. Those employed about a mortar, who drive the fuze, fix the shells, load, fire the mortar, &c.

Bonnet. A work raised beyond the counterescarp, consisting of two faces, which form a saliant angle, in the nature of a small ravelin, without a ditch, having a parapet, and being surrounded by a double row of palisades, ten or twelve paces distant from each other.

Bonnet à Prestre, or Priest's-Cap. An outwork, which at the head has three saliant angles, and two inwards.

Boyau. A branch of the trenches; or a line, or cut, running from the trenches to cover some spot of ground.

Breach. The ruin of any part of the works of a town beaten down by cannon, or blown up by mines, in order to take it by assault.

To break Ground. To begin the works for carrying on the siege about a town, or fort.

Breast-Work. See parapet.

Breach of a Gun. Is the end next the touch-hole.

Bridges. Made use of in military expeditions are of various kinds. Of late years copper boats, called pontons, have been usually

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usually carried in armies, for laying bridges over rivers upon occasion; which is done by joining these boats side by side, till they reach across the river, and laying planks over them for the men to march upon. A flying bridge, Pont Volant, is made of two small ones laid one over the other, in such a manner that the uppermost stretches and runs out, by the help of certain cords, till the end of it joins the place it is designed to be fixed on. Both these put together, are not above four, or five fathom long, and therefore they are only of use to surprise outworks, or posts that have but narrow moats. A draw-bridge is made fast only at one end with hinge, so that the other may be lifted up, or let down, at pleasure. Bridges of rushes are made of great bundles of rushes tied together, and planks fastened upon them, to be laid over marshes, or boggy places.

Brigade. A party, or division, of a body of soldiers. There are two sorts of brigades, viz. a brigade of an army, and a brigade of a troop of horse. A brigade of an army is either of horse, or foot, but of what number is uncertain; for the brigade of horse may consist of eight, ten, or twelve squadrons, and that of foot, of four, five, or six, battalions. A brigade of a troop of horse is a third part thereof, when it does not exceed forty, or fifty, men; but if the troop be an hundred, it is divided into six brigades. This division of
a troop

a troop is common in the French army, but in England it is peculiar to the troops of horse-guards.

Brigade-Major. An officer appointed by the brigadier to assist him in the affairs of brigade. The most noble captains are nominated to this post. They act in the brigade as major-generals in the armies, receiving the orders of their principals.

Brigadier-General. An officer who commands a brigade of horse, or foot, in an army, being the next in order below a major-general.

Bringers-up. The whole last rank of a battalion drawn up, being the hindmost men of every file.

Brisure. Is a line from four to five fathom, which is allowed to make the curtain and orillon, to make the hollow tower, or cover the concealed flank.

Budge-Barrels. Are small barrels well hooped, with only one head. On the opposite end is nailed a piece of leather to draw together, with strings like a purse; their use is for carrying powder along with a gun, or mortar, as they are less dangerous, and more portable than whole barrels. They are also used on a battery of mortars, to contain meal-powder.

Bullet, Ball, or Shot. Signify the ball of iron, or lead, that is fired out of a cannon, musket, or pistol. That of the royal, or whole

whole cannon weighs forty-eight pound, of the bastard cannon forty-two pounds, of the ordinary demy cannon thirty-two pound, of the twenty-four pounder, twenty-four pound, of the large culverin eighteen pound, of the twelve pounder, twelve pound, of the large demi-culverin ten pound, of the six pounders six pound, of the faker five pound and a quarter, of the minion about four pound, of the three pounders three pound, of the drakes, pedre-roses, and bases, gradually less; all these are of iron: the musket ball is about an ounce; the carbine and pistol, and those of lead, less. Red hot bullets, are shot in sieges to fire houses, and do the more mischief in a town. They are heated in a forge made for that purpose, close by the battery, whence they are taken out with an iron ladle, and thrown in the pieces, into which, before a tompion, or sod, or turf, is rammed down, that the bullet may not touch the powder. It fires not only combustible matter, but floors and planks.

Bulwark. The ancient name for a bastion, or rampart.

C.

CADET. A young gentleman who serves in the army as a private man, at his own expence.

VOL. VI.

E

Caïsson

Caiffon. A wooden case, or chest, with four, five, or six bombs in it, and sometimes only filled with powder, and buried under ground by the the besieged, to blow up a work upon which the besiegers have got footing.

Caifon. Is also a covered waggon, to carry bread or ammunition.

Caliper Compasses. Used by gunners to measure the diameter of a piece of ordnance, or of bombs, bullets, &c.

Galthrops, or Grows-Feet. Are irons with four points, or spikes, two, or three inches long, and so contrived, that which way soever they fall, one point will stick up, and the other three bear upon the ground. These being thrown upon bridges, or wherever cavalry is expected to pass, very much incommode them by running into the horse's feet.

Camp. The ground where an army rests, either in tents or barracks. A flying-camp is a large body of horse and foot, which is always in motion, both to cover the garrison in possession, and to keep the enemy in continual alarm.

Camp-colours. Small flags which are carried along with the quarter-master-general to mark out the ground for the several squadrons and battalions to encamp on.

Campaign. The time every year that an army continues in the field. An open country before any town.

Cannon-

Cannon-Royal. Is a gun twelve feet long, eight inches diameter in the bore, weighs eight thousand pounds, carries a charge of thirty-two pounds of powder, and a ball of forty-eight pounds weight. Its point blank shot is one hundred and eighty-five paces.

Canvas-bags, or Earth-bags. Containing about a cubical foot of earth, are used to raise a parapet in haste, or repair one that is beaten down.

Capital. A line drawn from the angle of the polygon, to the point of the bastion.

Capitulation. The conditions on which a place that is besieged, surrenders, being articles agreed on between the besieged and the besiegers.

Caponiere. A lodgment sunk four or five feet into the ground, with its sides rising about two feet above the ground, over which are laid planks well covered with earth.

Captain. An officer who commands a company of foot, or a troop of horse, or dragons. Among the horse, when captains of several regiments meet, he that has the eldest commission, takes place, and commands; but among the foot, the captain of the eldest regiment commands all that of younger regiments though they have elder commissions. A captain has the power of making sergeants and corporals in his own company.

Captain Lieutenant. The commanding officer of the colonel's troop, or company in every regiment.

Carabine, or Carbine. A small gun between a pistol and a musket, used by the horse.

Carbiniers. Regiments of light horse carrying longer carbines than the other horse, and used sometimes as foot, like the dragoons.

Carcass. A mischievous invention in the nature of a bomb, and thrown like it out of a mortar-piece, to set houses on fire, and do other execution. It is composed of fine meal-powder, salt-petre, sulphur, broken glass, shavings of horn, pitch, tallow, and linseed-oil; sometimes of two, or three, or more grenadoes, and several small pistol barrels charged, and wrapped up with the grenadoes in tow dipped in oil, and other combustible matter. The whole is put into a pitched cloth made up oval, which is set in an iron like a lanthorn, having a hollow top and bottom, and bars running between them to hold them together; these long bars which join the top and bottom, are bound together by iron rings; all which in some measure, represent the trunk of a dead carcass. One of the concave places has a ring to lift, and put it into the mortar-piece; the other has a touch-hole to set fire to the carcass, which is

shot

shot like a bomb upon any place intended to be fired.

Carriages for Guns. Long narrow carts made to the size of the gun they carry, when they stand upon batteries, or when fired, they have but two wheels, but when drawn, two less wheels are added beyond the breech. Mortar carriages are very low, and have four wheels each.

Cartel. An agreement between princes at war for the exchange of prisoners.

Cartridge, or Cartouch. A roll of thick paper, parchment, or paste-board, containing the charge, or load, of any fire-arm. Cartridges for small arms are made of paper, but those for cannon and mortars are of pasteboard, or tin, and sometimes of wood. The cartridge-box, holds a dozen musket charges, and is worn upon a belt a little higher than the right pocket-hole.

Casabel. The very hindmost knob of the cannon, or utmost part of the breech.

Cascans. Are wells made in the retrenchment of the platform near the wall, to give air to a mine.

Cavalier. A mount, or elevation of earth, having a platform on the top, bordered with a parapet to cover the cannon planted on it. These are raised in sieges on the bastions and curtains of ramparts, in order to drive the enemy from any commanding work, or eminence, as well as to scour the trenches.

Cavalry. All soldiers who serve on horse-back.

Cavin. A natural hollow fit to cover a body of troops, and facilitate their approach to a place.

Cazemate. A kind of vault, or arch of stone-work, in that part of the flank of a bastion next the curtain, where guns are planted to defend the face of the opposite bastion, and scour the ditch. It also signifies a well with several subterraneous branches, dug in the passage of the bastion, till the miners are heard at work, and air given to the mine.

Cazerns, little lodgments usually built between the rampart and the houses of a fortified town, to quarter soldiers in for the ease of the inhabitants.

Centre. The middle point of any work, or body of men. The pikes used to be in the centre of the battalion, the infantry amongst them; the youngest regiments are in the centre of the army. From the centre of a place are drawn the first lines to lay down a fortification.

Chace of a Gun. Its whole length.

Chamade. A signal made by the enemy either by beat of drum, or sound of trumpet, when they have any matter to propose. This is otherwise called sounding, or beating a parley.

Chamber of a Mortar, or Cannon. Is that part where the charge of powder lies. So the cham-

chamber of a mine is the place where the powder is lodged.

Chamber of a Mine. See Fougade.

Chandelier. A wooden frame, whereon are laid fascines, or faggots, to cover the workmen in making approaches.

Chemin de Rondes. See Fausse-Braye.

Chevaux de Frise, or Turnpike. A large piece of timber pierced and traversed with wooden spikes, about five, or six, feet long, armed, or pointed with iron. It is of great use to stop an enemy, being placed on a breach, or at the entrance of a camp, &c.

Cinquain. An antient order of battle; to draw up five battalions, so that they may make three lines, viz. van, main body, and body of reserve. The second and fourth battalions formed the van, the first and fifth, the main body, and the third, the body of reserve.

Circumvallation. A line, or trench, usually twelve feet broad and seven deep, with a parapet thrown up by the besiegers, encompassing all their camp, to defend it against any army that may attempt to relieve the place, and serve also to stop deserters.

Citadel. A fort with four, or five, or six, bastions, erected upon the most advantageous ground about a city, either to defend it against enemies, or to keep the inhabitants in awe.

Clayes. Are wattles, or hurdles made of strong stakes interwoven with osiers, to cover lodgments, or to throw into a ditch that has been drained, for the besiegers to pass the better over the mud.

Coffre. A trench, or lodgment, sunk in the bottom of a dry ditch from one side to the other; six, or seven, feet deep, and sixteen, or eighteen, broad. The upper part is made of pieces of timber raised two feet above the level of the ditch; which little elevation has hurdles, laden with earth for its covering, and serves as a parapet with embrasures, from whence the besieged fire on the besiegers when they attempt to cross the ditch.

Colonel. The commander in chief of a regiment, either of horse, foot, or dragoons.

Column. A long file or row of troops, or a division of an army on its march.

Commanding Ground. A rising ground which overlooks any post or strong place.

Commissary General of the Musters, or Muster-Master-General. Takes an account of the strength of every regiment, reviews them, sees that the horse be well mounted, and the men well armed and accoutred.

Commissary General of Provisions. Has the charge of furnishing the army with all things of that kind. There are commissary generals of the stores, and of the horses, &c. whose business it is to see that the army is properly provided with stores, horses, &c.

Company.

Company. A small body of foot commanded by a captain. In the guards there are eighty men in a company, but in other companies, from fifty to seventy-five.

Contravallation. A trench with a parapet made by the besiegers, between them and the place besieged, to secure themselves against the sallies of the garrison.

Contre-Queue-d'Yronde, or Counter-Swallows Tail. An outwork in the form of a single tenaille, wider at the gorge, or next the town, than at the head, or towards the country.

Contribution. An imposition, or tax paid by a country to prevent its being plundered and ruined by an enemy.

Conversion. A motion which turns the front of a battalion where the flank was, when the flank is attacked.

Convoy. A supply of provisions, ammunition, &c. conveyed into a town, or to an army; also the body of men that guard it.

Copper-Boats. See Bridge.

Cordeau. A line divided into fathoms, feet, &c. to mark the outworks on the ground used by engineers.

Cordon. A row of stones jutting out between the rampart and the bases of the parapet.

Cornet. An officer in the cavalry, who bears the standard, or colours of a troop, near

the middle of the first rank of the squadron. He is subordinate to the captain and lieutenant.

Cornish-ring of a Gun. The next ring from the muzzle backwards.

Corporal. An inferior officer of foot, who has charge of one of the divisions of a company.

Corps de Garde. A body of soldiers entrusted with the guard of a post; also the post itself.

Corps de Bataille. The main body of an army drawn up for battle.

Covert - Way, or Corridor. A space of ground level with the field, upon the edge of the ditch, covered with a parapet, ranging quite round the half-moons, and other works towards the country.

Counter-Approaches. Lines, or trenches made by the besieged, when they come out to attack the lines of the besiegers in form.

Counter-Battery. One that plays upon another.

Counter-Forts. Are certain pillars and parts of the walls, distant from fifteen to twenty feet, one from another, which advance as much as may be in the ground, and join to the height of the cordon, by vaults, to sustain the chemin de rondes, and part of the rampart, to fortify the wall, and strengthen the ground.

Counter-

Counter-Guard, or Envelope. A mount of earth raised sometimes in the ditch of a place, and sometimes beyond it; either in form of a simple parapet, or of a small rampart, bordered with a parapet. They are designed to cover the faces and points of bastions.

Counter-March. Is made to change the face, or wings of a battalion. The files counter-march to bring those that are in the front to the rear; and the ranks counter-march, when the wings, or flanks of a battalion change ground with one another.

Counter-Mine. A well, or hole, sunk into the ground, by the besieged, with a gallery, or branch running from it, to discover the enemy's mine, and prevent its effects.

Counterscarp. Is properly the slope of the moat which faces the body of the place, but the word is frequently used for the covert-way and glacis. Ditch of the counterscarp. See a vaunt fosse.

Counter-Trenches, Are those cast up against the besiegers.

Crown-Work. A large out-work running into the field, designed to keep off the enemy, secure some advantageous post, or cover the other works of the place.

Crows-Feet, or Chauffetrapes. See Calthrops.

Cuirassiers. German horse that wear a piece of defensive armour called a cuirass.

Culverin of the least size. A gun five inches in the bore; four thousand pounds weight, takes a charge of ten pound of powder, and carries a ball four inches and six eights diameter, and sixteen pound weight. Its random shot is one hundred and eighty paces.

Culverin ordinary. Is five inches two eights diameter in bore, four thousand five hundred pound weight, takes eleven pound and six ounces charge of powder, and carries a ball five inches diameter and eighteen pound.

Culverin of the Largest Size. Is five inches four eights diameter in the bore, four thousand eight hundred pound weight, takes a charge of twelve pound and eight ounces of powder, and carries a ball five inches and two eights diameter and twenty pound weight. The two last being too heavy for field service, are only fit for battering cannon.

Curtin. That part of a wall, or rampart which is between two bastions.

Cuvette, or Cunette. A deep trench, about three, or four, fathom wide, cut all along the middle of a dry ditch, to make the passage more difficult to the enemy.

Cylinder. The concave cylinder of a gun is all the hollow length of the piece. The charged cylinder is that part which receives the powder and shot. The vacant cylinder is that part which is empty when the gun is charged.

D.

DECAGON. A figure that has ten sides, and as many angles, capable of being fortified with ten bastions.

Defences of a Place. Are all those works which cover and defend the opposite post, as parapets, cazemates, &c.

Defile. A narrow pass, or way, where troops cannot march but by making a small front, or only in file.

Dehors. Are all sorts of separate out-works, the better to secure the main place.

Demi-cannon lowest. A great gun that carries a ball thirty pound weight, and six inches two eights diameter. Its charge of powder fourteen pound. It shoots point blank one hundred and fifty six paces. The weight of it is five thousand four hundred pound, the length eleven, or twelve feet.

Demi-cannon Ordinary. Is six inches four eights diameter, in the bore, twelve or thirteen feet long, weighs five thousand six hundred pound, takes a charge of seventeen pound and eight ounces of powder, its ball six inches and one sixth diameter, and thirty-two pound weight, and shoots point blank, one hundred and sixty-two paces.

Demi-cannon of the Greatest Size. Is six inches six eights diameter in the bore, from twelve

twelve to fourteen feet long; six thousand pound weight, takes a charge of eighteen pound of powder, carries a ball six inches and five eights diameter, and thirty-six pound weight, and shoots one hundred and eighty paces.

Demi-culverin of the Lowest size. Is four inches two eights diameter in the bore, eight, or nine feet long, two thousand pound weight, takes a charge of six pound four ounces of powder, carries a ball four inches diameter and nine pound weight, and shoots one hundred and seventy-four paces.

Demi-culverin Ordinary. Is four inches four eights diameter in the bore, nine feet long, two thousand seven hundred pound weight, charged with seven pound four ounces of powder, carries a ball of four inches two eights diameter, and ten pound eleven ounces weight, and shoots one hundred and seventy-five paces.

Demi-culverin, Elder Sort. Is four inches six eights diameter in the bore, ten feet long, three thousand pound weight, charged with eight pound eight ounces of powder, and carries a ball four inches four eights diameter, and twelve pound eleven ounces weight, and shoots one hundred and seventy-eight paces. The demi-culverins, are good field pieces.

Demi-Gorge. Half the gorge or entrance into the bastion, not taken directly from angle to angle where the bastion joins to the curtain,

tin, but from the angle of the flank to the center of the bastion, or the angle the two curtains would make, were they protracted to meet in the bastion.

Demi-Lune. Is a small flanked bastion placed before the point of a bastion, when it is too weak. Sometimes this work is placed before the curtain, when the moat is a little wider than it ought to be.

Depth of a Squadron, or Battalion. The number of men there is in the file; that of a squadron is always three, and of a battalion commonly six.

Descents into the Ditch. Trenches, or guts, made by way of sap in the ground of the counterescarp, and under the covert-way, covered over-head with planks and hurdles, and loaded with earth against artificial fires.

Detachment. A number of men drawn out of one or more larger bodies, to be sent on some particular service.

Dismounting of Cannon. Is throwing them off the carriages, or breaking, or rendering them unfit for service.

Dispart. To dispart a cannon, is to set a mark on the muzzle ring to be of an equal height, or level, with the base ring; so that a line drawn between them shall be parallel to the axis of the concave cylinder, for the gunner to take aim by at the mark he is to shoot; for the bore and this being parallel, the aim taken by it must be true.

Ditch,

Ditch, Moat, or Fosse. A trench dug round the rampart or wall of a fortified place, between the ~~carp~~ and counterescarp. Some ditches are dry, others full of water, each of which have their advantages. They are usually sixteen, or twenty, fathom broad, and fifteen, or sixteen, feet deep. The earth dug out of the ditch serves to form the rampart.

Dodecagon. A figure that has twelve sides, and as many angles, capable of being fortified with the same number of bastions.

Don-jon. A place of retreat, to capitulate with more advantage, in case of necessity.

Doffer. A basket of a peculiar form, flat on one side, for the men to carry earth in upon their backs.

Doubling. In a military sense, is the putting two ranks, or files of soldiers into one, according to the word of command.

Dragoons. Musketeers mounted, who serve sometimes on foot, and sometimes on horseback.

Drain. A trench cut to draw the water out of a moat.

Draw-Bridge. See Bridge.

Drum. Denotes either the martial instrument itself used by foot and dragoons, or the man that beats it. In each company of infantry there is at least one drum, usually two; and a drum-major in every regiment. The use of this instrument is to call the soldiers
together.

together, to direct their march, attack, retreat, &c.

Duty. The exercise of those functions which belong to a soldier, yet with this nice distinction, however, that duty is counted the mounting guard, and the like where there is not an enemy directly to be engaged; for when they march to meet the enemy, it is called going upon service.

E.

EARTH-Bags. See Canvas-bags.
Elder Battalion, or Officer. See Seniority.

Embrasures. The gaps, or loop-holes through which the cannon are pointed, whether in cazemates, batteries, or parapets. The usual distance between the embrasures is twelve feet, for the conveniency of the gunners, and that the parapet may not be too much weakened. They are three feet above the platform on the inside, and a foot and a half on the outside, that so the muzzle of the piece may be sunk upon occasion, and brought to play low. They are likewise about three feet wide within, and six, or seven without, for the sake of traversing the guns.

Empattement. See Talus.

Enceinte.

Enceinte. The circumference of a place; sometimes lined, and composed of bastions, and curtains, and sometimes not.

Enfans perdus. In English called the forlorn, or forlorn-hope, a body of men appointed to give the first onset in battle, to begin the assault upon a place besieged, or to go upon any other desperate service.

Enfilade. The situation of a post which can discover and scour all the length of a strait line.

Engineer. A person well skilled in military architecture and gunnery, knowing how to fortify, attack, or defend all sorts of posts, and to conduct the works, Saps, Mines, &c.

Enneagon. A figure that has nine sides, and as many angles, capable of being fortified with the same number of bastions.

Ensign. An officer among the foot who carries the colours, and is subordinate to the captain and lieutenant. He is to die rather than lose his colours, and if he is killed the captain is to take them.

Envelope. See Counter-guard.

Epaule. The shoulder of a bastion, or the or the angle made by the union of the face and flank; whence it is called the angle of the epaule.

Epaulement. A side-work hastily thrown up to cover the men, or cannon. It is also used for a demi-bastion, a little flank added

to

the sides of a hornwork, a redoubt made to fortify a right line; and, lastly, for an orillon, or mass of earth almost square, faced and lined with a wall, to cover the cannon of a cazemate.

Escouade. Is usually the third part of a company of foot.

Esplanade. Properly the glacis of the counterescarp; now commonly taken for the void space between the glacis of a citadel, and the first houses of a town.

Etoile. See Star redoubt.

Etappe. An allowance of provisions and forage made to soldiers on their march thro' a kingdom to, or from winter-quarters.

Etappier. One who contracts with a country, or territory for furnishing troops in their march, with provisions and forage.

Evolutions. Motions made by a body of men in changing their form, or posture; as doubling of ranks, or files, wheelings, &c.

Exagon. See Hexagon.

Exercise. The practice of all those motions and actions, and the whole management of arms a soldier is to be perfect in, to be fit for service, and to make him understand how to attack and defend.

F.

FACE of a Bastion. The two foremost sides, reaching from the flanks to the point of a bastion, where they meet, are called the faces.

Face of a Place. Called also the tenaille, of a place, is the interval between the points of two neighbouring bastions.

Face prolonged. Is that part of the line of defence rasant, which is terminated by the curtain and the angle of the epaule.

Face. Is a word that respects also the motions of troops. To face, is to look to such a side or turn to it; as face to the right, or to the left, is to turn the face and whole body one quarter that way, upon the opposite heel.

Faggots. Men hired to appear at a muster by officers whose companies are not full, in order to cheat the king of so much pay. The word also signifies the same as fascines.

Falcon, or Faucon. A small cannon, the charge is two pound four ounces of powder carrying a ball that weighs two pound eight ounces, and shoots one hundred paces.

Falconet, or Fauconet. Is a small piece of ordnance, carrying a ball of one pound five ounces weight, and shoots ninety paces. The charge is one pound four ounces of powder.

Fannon.

Fannon. A banner carried by a servant belonging to each brigade of horse and foot, at the head of the baggage of each brigade, to keep good order, and prevent confusion in the march.

Fascines. Are faggots of small wood, which distinguishes them from the Saucissons, which are made of bigger branches. They are used either to fire the works of the enemy in which case they are pitched, and about a foot and a half long, or else for making epaulments, or chandeliers, or to raise works, or fill up wet ditches, when they must be two, or three feet, in thickness, and four feet long.

Fausse-Braye, otherwise called Chemin des Rondes, Basse Enceinte, or Lower Enclosure. Is a space about the breadth of two, or three fathoms, round the foot of the rampart on the outside, defended by a parapet, which separates it from the berme and the edge of the ditch.

Field-Pieces. Small guns proper to be carried along with an army into the field; such as three pounders, and so on to twelve pounders, which because of their smallness; are easily drawn, and do not require much ammunition.

Field-Staff. A weapon carried by the gunners about the length of a halbert, with a spear at the end, having on each side ears screwed on, like the cock of a match-lock, where the gunners screw in lighted matches when

when they are upon command; and then the field staffs are said to be armed.

Field-Marshal. A rank not of long standing in England, but superior to all others in the military service. There never have been above two, or three, field marshals in England at once; but the marshals of France are commonly pretty numerous.

File. A line, or series of soldiers placed one before another, which is the depth of the battalion, or squadron. Among the foot, the files are usually six deep, and among the horse but three.—To file off, is to fall off from marching in a spacious front, and march in length by files.

Fire-Ball. A combustible composition, about the bigness of an ordinary granado, wrapped up in tow, and covered with a sheet of strong paper. This being fired is thrown into any works they would discover in the night-time.

Fire-master. A person who makes the fuzes for bombs and grenadoes, and other fire-works.

Running Fire. When men drawn up for that purpose, fire one after another, so that it runs the whole length of the line, or round a town, &c. which is used upon public occasions of rejoicing.

Flank of a Bastion. Is that part which reaches from the curtain to the face, and defends

sends the opposite face, the flank and the curtain.—Oblique, or second flank, is that part of the curtain that can see to scour the face of the opposite bastion. Low, or covered flank, is the platform of the cazemate, which lies hid in the bastion. Flank prolonged, or extended, is the stretching out of the flank from the angle of the epaule, to the exterior side.

Flanks of a Battalion, or Army. Are the sides of them.

Flank, to. Is to fire upon the side of an enemy.

Flying Army, or Camp. See Camp.

Footbank, Footstep, or Banquette. A bank of earth under a breast-work, upon which the men stand to fire over it.

Foreland. A small space of ground between the rampart and the moat, which the best fortifications have not, because it is deemed advantageous for the enemy, to come over the moat and get footing.

Forage. Hay, straw, and oats, for the subsistence of horses. A ration of forage is a day's allowance for a horse, which is twenty pound of hay, and ten pound of straw, and for want of straw, twenty-five pounds of hay.

Forlorn. See *Enfans Perdus*.

Fort. A work environed on all sides, with a moat, rampart, and parapet, designed to secure

secure some high ground, the passage of a river, and for many other purposes.

Fortification. The art of fortifying a place in such a manner, that a small body of men within it may advantageously oppose a great army. The word is also used to signify the place fortified, or the several works raised for its defence.

Fortin. A small fort made like a star of five, or more points.

Fosse. See Ditch.

Fougade, or Fougasse. A sort of mine, made like a well, eight, or ten, feet wide, and ten or twelve, deep, charged with barrells, or bags of powder, covered with earth.

Forneau. The chamber of a mine, being a hollow made under some work that is to be blown up.

Fraises. Pointed stakes, driven almost parallel to the horizon, into the retrenchments of a camp, a half moon, or the like, to prevent any approach, or scalade. Sometimes they are found under the parapet of a rampart.—To fraise a battalion is to line it all round with pikes, that it may stand the shock of a body of horse.

Front. The foremost rank of a battalion, squadron, or other body of men.

Front of a Place, or Tenaille. See Face.

Furlough. A licence granted by an officer to a soldier, to absent for a time from his duty.

Fuze.

Fuze. A wooden pipe filled with wild-fire, and put into the touch-hole of a bomb, grenado, or the like, to set fire to the powder within it. See Bomb.

Fuzileers. Foot-soldiers armed with firelocks, which are generally flung.

G.

GABIONS. Large baskets, of a cylindrical form, six feet high and four wide, which, being filled with earth, serve as a shelter from the enemy's fire.

Gallery. A passage made across the ditch of a town besieged, with timbers fastened on the ground, and planks laid over them covered with earth. The word is also used for the branch of a mine.

Garrison. The troops put into a fortified place to defend it: also the place itself.

Gazons. Green sods, or turfs, used to face the outside of works made of earth, to prevent their mouldring.

Gendarmes, or Gens d'Armes that is, Men at arms. Horsemen, who formerly fought in compleat armour, now a select body of cavalry in France.

General, or Generalissimo of an Army. He that commands it in chief, giving orders to all the other general officers.

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General. Is also used for a particular march or beat of drum.

General of Horse, and General of Foot. Are posts next under the general of the army. They have an absolute command over all the horse and foot of an army, upon all occasions, above the lieutenant-generals.

General of the Artillery, or Master of the Ordnance. Is one of the greatest employs in the kingdom, being a charge of extensive trust. It is generally bestowed on one of the first peers of the kingdom; he has the management of all the ordnance of state, and ought to know and consider whatever can be serviceable, or useful, in the artillery, and to distribute the vacancies to such as are qualified for them. He has for his assistance in that employ a lieutenant-general, who commands in the absence of the general; a surveyor general, clerk, storekeeper, and clerk of deliveries, who are called the principal officers of the ordnance.

Gin, or Grab. An engine for lifting, or raising of great guns, upon, or off, their carriages.

Glacis. The word in general signifies a little easy descent, but is particularly used for the sloping bank, which reaches from the parapet of the counterscarp, or covert-way, to the level of the field.

Gorge. The entrance that leads into the body of a work. The several gorges are distinguished

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tinguished as follows: that of a bastion is formed by two lines drawn both ways from the angle of the polygon to the angles of the curtain, or flank: that of a half-moon, or ravelin, is the space between the two ends of their faces next the place: and the gorge of the the other out-works, is the interval between their wings, or sides, next the great ditch.

Grenadier. A soldier armed with a sword, a firelock slung, and a pouch full of hand-grenado's to be thrown among the enemy. Every battalion of foot, of late years, has generally a company of grenadiers belonging to it, or else four, or five, grenadiers belong to each company of the battalion, and are the first in attacks.

Grenadoes. Are hollow balls, or shells, made of iron, tin, wood, or even pasteboard, but most commonly of iron. This globe, or hollow, is filled with strong powder, lighted with a fuze, and then thrown by hand into places where men stand thick, and particularly into trenches and lodgments.

Guard. Is a duty performed by a body of men to keep every thing secure from the attempts and surprises of an enemy. Of gaurds there are divers kinds, as advanced guard, which sometimes signifies a party of horse and foot, who march before an army to give notice of approaching danger; and sometimes a small party of horse, posted beyond, but

within sight of the main guard, for the greater security of the camp. The main guard is a considerable body of horse posted before the camp; and in a garrison, is that to which all the lesser guards are subordinate. Picket, or piquet guards, are small guards at the head of every regiment as they lie encamped.

Guards. Is also understood of the troops, or companies, kept up more especially to guard the king, or to do duty, near his person.

Gueritte. A centinel's-box, being a little tower of stone, brick, or wood, to preserve the centinel from the weather. They are usually placed on the points of bastions, and angles of the shoulder, and hang a little over the wall, that the centinel may look down to the foot of the rampart.

Guidon. The standard of a troop of horse-guards; also the officer which bears it.

H.

HALF Files. The three foremost men in the field, when a battalion is drawn up, are called the front half files, and the three hindermost men, the rear half files.

Half-Moon. An outwork having only two faces, which form together a saliant angle, whose gorge bends in like a bow, or crescent.

It

It is much the same with the ravelin, only it is chiefly used to cover the point of a bastion, whereas the ravelins are always placed before the curtain.

Halt. To halt, is to stand still, to discontinue a march, either in order to rest, or on any account whatsoever.

Head of a Camp. The ground before it, on which the army draws out.

Head of a Work. The front of it next the enemy.

Hencagon. A figure that has eleven sides and as many angles.

Heptagon. A figure that has seven sides and angles.

Herisson. A beam armed with iron spikes, supported in the middle by a stake, about which it turns on a point, and serves as a barrier to block up a passage.

Herse. See Portcullice.

Herse. Also signifies a harrow, which the besieged, for want of Chevaux de Frise, lay in breaches, &c. with the points upwards, to incommode the march of an enemy.

Herfillon. A plank stuck full of nails, or spikes, for the same use as the herse.

Hexagon. A figure which has six sides, and as many angles.

Hobits. A sort of small mortars about eight inches diameter, some seven, some six. They differ nothing from a mortar, but in their carriage, which is made like a gun carriage,

riage, but much shorter. They march with the guns, and are very good for incommoding the enemy at a distance, with small bombs which throw two, or three miles, or in keeping a pass, being loaded with cartridges.

Hollow Square. See Square.

Honey-comb. Is a flaw in the metal of a piece of ordnance.

Horn-Work. A sort of out-work, consisting of two demi-bastions joined by a curtain, and closed by parallel sides, terminating at the gorge of the work.

Horse-shoe. A round, or oval work, inclosed with a parapet, raised in the moat of a marshy place, or in low grounds; sometimes also to cover a gate, or to keep a guard in, to prevent surprise.

Hussars. Are horsemen, clothed in Tygers and other skins, and adorned with plumes of feathers. Their arms are the sabre and bayonet. The queen of Hungary and the king of France have of these hussars in their service.

I.

I*NDENTED Line.* Is that which runs in and out like the teeth of a saw, often used

used upon the bank of a counterescarp, upon a river, &c.

Independent Troop, or Company. That which is not incorporated into any regiment.

Infantry. Comprehends the whole body of foot soldiers.

Insult. To insult, is to assault, or attack a post with open force, without making use of trenches, saps, or any regular approaches.

Intrenchment. Any work that defends a post against the attacks of an enemy, but generally taken for a ditch, or trench with a parapet.

Invalid. A soldier that has been worn out, or disabled in the service.

Investing a Place. Signifies the securing all its avenues, and distributing troops in the principal posts around it, till the artillery, or the rest of the army come up, in order to carry on the siege.

K.

KETTLE. Is a term the Dutch give to a battery of mortars, because it is sunk under ground.

Klinkets. Are a sort of small gates, made through palisadoes for sallies.

L.

LABORATORY. The place where the fireworkers and bombadiers prepare their stores.

Ladle for a Gun. A long staff with a plate at the end of it, bowed half round, to put the charge into the piece.

Lanspessade. An inferior officer, subordinate to the corporal, to assist him in his duty, and supply his place in his absence.

Lieutenant-General. An officer next in place to the general, who in battle commands one of the lines, or wings; a detachment upon a march or a flying camp; and, a particular quarter at a siege. Lieutenant-general of the ordnance has the charge of the artillery, and whatever belongs to it, under the master-general, or in his absence. Lieutenant-colonel is next in rank to the colonel, and commands when he is absent. A lieutenant of horse, foot, or dragoons, is an officer in every troop, or company, next in post to the captain.

Lieutenant en Second. See Second.

Light-Horse. A name given to distinguish them from the horsemen who formerly wore armour, as now the German cuirassiers. In England all are now called light-horse, except the troops of life-guards.

Line.

Line. Is understood of the disposition of an army in order of battle, its front being extended as far as the ground will allow, that it may not be flanked. An army is generally drawn up in three lines; the first called the van, the second, the main body, and the third the reverse; with a convenient distance between them, that they may not put one another into confusion, and may have room to rally. Line is sometimes taken for a trench or parapet, and sometimes for a row of gabions, or bags full of earth, to cover men from the enemy's fire. Line of defence, is that which represents the flight of a ball, particularly a musket ball, from the place where the musketeer must stand to scour the face of the bastion. Line of defence sissant, is that drawn from the angle of the curtain to that of the opposite bastion, without touching the face of the bastion. Line of defence rasant, is that drawn from the point of the bastion along the face, till it come to the curtain.

Lines of Approach. See Approaches.

Lines of Circumvallation, and Contravallation. See Circumvallation, &c.

Lines of Communication. Are trenches that run from one work to another.

Linstock. A gunner's staff to which he fastens his match to discharge a cannon.

Lockspit. A small trench opened with a spade, to mark out the first lines of any work.

Lodgment. Work cast up by the besiegers in some dangerous post they have gained, to cover themselves from the fire of the besieged.

Lozenge. See Rhombus.

Lunette. A small work consisting of two faces making an angle inwards, generally raised before the curtain in ditches full of water, serving instead of a fausse-braye, to dispute the passage of the ditch.

M.

MADRIER. A thick plank, sometimes armed with iron plates, having a cavity sufficient to receive the mouth of a petard when charged; with which it is applied against a gate, or other body, designed to be broke down. Madriers are also put to other uses.

Major-General. An officer that receives the general's orders, and delivers them out to the majors of brigades. He also views the ground to encamp on, and does other duties, being the next commanding officer to the general and lieutenant-general.

Major

Major of a Brigade. Communicates the orders he receives from the major-general to the major of each regiment.

Major of a Regiment. Is to convey all orders to it, to draw it up, and exercise it, to see it march in good order, to look to its quarters, to rally it if broken, &c. being the only officer among the foot who is allowed to be on horseback in time of service.

Major of a Town, or Town Major. The third officer in a garrison, being next to the deputy governor.

Mantelets. Blinds made of thick planks, musket-proof, and often covered with tin, which the pioneers generally roll before them, being fixed upon wheels, to cover them from the enemy's fire. There are double mantelets, which make an angle to cover both the front and flank.

March. Implies the moving of a body of men from one place to another, or the beat of drum used on such occasions.

Mareschal de Camp. Much the same as a major-general.

Mareschal of France. The highest preferment in either army, or navy. It is the same with captain-general. When two, or more mareschal's are in one army, the eldest commands.

Marshal, Velt, in Germany. The same as captain-general.

Marines. Soldiers who serve on board of ships.

Match. A sort of rope made on purpose which once lighted at the end, burns on gradually. It was formerly used for firing match-lock muskets, and now, for all sorts of great guns. It is also laid in mines that are to be blown up, in so many hours after, and the time is regulated by the length of the match, which is to burn till the fire comes to the powder; and by the same rule, those who are used to it, know how the hours pass.

Matrosses. Soldiers belonging to the artillery, next under the gunners, whom they are to assist in traversing, sponging, loading and firing the guns, &c. They carry firelocks, and march along with the store-waggons, both as a guard, and to assist in case a waggon should break down.

Measure Angle. An instrument of brass for measuring angles, either saliant, or reentrant, to know exactly the number of degrees and minutes, to lay them out upon paper.

Maxims. In fortification are certain general rules established by engineers, and grounded on reason and experience, which ought to be well observed, in order to put a place in a good posture of defence; the chief whereof are these that follow. 1. There must be no part of a fortification but what may be seen and defended from some other part. 2. The place fortified must command

all

all parts round about it. 3. The works farthest removed from the center of the place, must ever be open, and commanded by the nearest. 4. The flanked angle, or the point of the bastion, must be of seventy degrees at least. 5. The acute flanked angle, the nearer it is to the right angle, is the better. 6. The shortest faces are the best. 7. The flank must have some part under covert. 8. There must be an entire agreement between all the maxims of fortification; that is, care must be taken that the adhering too strongly to one, does not prejudice the other.

Merlon. That part of a parapet which is between two embrasures of a battery.

Military Execution. The ravaging and destroying of a country that refuses to pay contribution.

Mine. A subterraneous canal, or passage, dug under a wall, or rampart, of a fortification, or any place designed to be blown up by gunpowder.

Minion. A sort of cannon, whereof there are two kinds, large and ordinary. The large minion is eight feet long, and carries a ball weighing three pounds twelve ounces. That of the ordinary size is seven feet long, and carries a ball of three pounds four ounces weight. Their point-blank shot is from one hundred and twenty to one hundred and thirty paces.

Moat. See Ditch.

Moineau.

Moineau. A little sort of bastion raised before a curtain when it is too long, and the bastions at the ends too remote to defend one another. Sometimes it is joined to the curtain, and sometimes is divided from it by a moat.

Mont-Pagnote, or Post of the Invulnerable. An eminence chosen out of cannon-shot of a place besieged, where curious persons post themselves to see an attack, and the manner of a siege, out of danger.

Mortar-piece. A very short piece of artillery with an extraordinary large bore, and a close chamber; this to hold the charge of powder; the other to contain the bomb, carcass, or fire-pot, it is to throw. Mortars are sometimes mounted on low carriages, like those used for cannon at sea, the wheels being of one piece. They are not fired right forward like cannon, but mounted into the air, so that the bomb ascending a vast height, falls with the greater force and flies the further. Sometimes the mortars are charged with baskets full of stores, which they throw into towns, and do great execution, because falling thick, there is no place of safety from them. There are different sorts of mortars; those used most in England, are ten, thirteen, fifteen, and eighteen inches diameter; but there are smaller mortars of six and eight inches. All but the eighteen inch mortar, are mounted on a very thick plank of oak,

on

on which rise two cheeks, or brackets, on the sides of the mortar. But the eighteen inch is mounted on a low Dutch carriage, consisting of two strong planks of wood, bound with thick plates of iron, and joined together with transoms of wood. All land mortars may be elevated to any degree of the quadrant. They have no wheels therefore on a march, they are laid upon a block carriage made on purpose. They are never carried along with the army, because of their great weight, except upon an occasion of a siege, or a bombardment; but a sort of small mortars called hobits, mounted in gun carriages, are always a part of the field artillery.

Mortars, Hand. Are likewise of several sorts, as tinkers mortars, which are fixed at the end of a staff about four foot and a half long, the other being shod with iron to stick in the ground, while a soldier with one hand keeps in an elevation, and with the other hand fires. Firelock mortars, are fixed in a stock with a lock like a firelock; they swing between two arches of iron, with holes answering one another, by which the mortar is elevated. These stand upon a sole, or plank of wood, and may be carried by one man from one place to another. There are more sorts of hand mortars, but Coehorne's new invention exceeds them all, so far as to deserve a particular description. They are made of

of hammered iron, of four inches diameter in the bore, ten inches and a half long, and nine inches in the chace, fixed upon a piece of oak twenty inches long, ten and a half broad, and between three and four thick. They stand fixed at forty-five degrees of elevation, and throw hand grenades as all other mortars do. They are placed in the bottom of the trenches at two yards distance from one another, having each a soldier to serve it, and an officer to every forty, or fifty, who lays them at what elevation he thinks convenient, by raising, or sinking, the hind part of the bed. Three, or four, hundred of them are sometimes in service at once, in different parts of the trenches, sixty, seventy, or eighty in a place. Those in one place fire all at once, immediately after the batteries have done, and are answered from another part of the trench, which brings such a shower of hand grenades into the covert-way, that those who defend it are thrown into unavoidable confusion.

Motion of a Bomb, or Ball. Is the progress it makes in the air after it is delivered, and is of three sorts. The violent motion, is the first expulsion when the powder has worked its effect upon the ball, or so far as the bomb, or ball, may be supposed to go in a right line. The mixed motion, is when the weight of the ball begins to overcome the force which

was

was given by the powder. And the natural motion, is when the ball, or bomb, is falling.

Motions of an army. The several marches and counter-marches it makes, or changing of its posts, either for better ground, to force an enemy to battle, to avoid it, or the like.

Moulinet, or Turnstile, is a cross of wood, which turns horizontally upon a stake, which stands at the side of the barriers, between the bars of which the footmen pass.

Mount. See Cavalier.

Musket-Baskets. These are twelve or eighteen inches high, somewhat narrower at the bottom than the top, so that there is room to lay a musket between them, and fire upon an enemy. They are filled with earth, and set upon low breast-works, or upon such as have been beaten down.

Musketeers. Soldiers in every regiment of foot that are armed with muskets. In France there are two companies, or rather troops, called musquetaires du Roy, composed of gentlemen excellently well mounted, who serve only for preferment, and signalize themselves upon all desperate occasions. They are reckoned among the gendarmes, and take place as such.

Musketoön. A short gun with a large bore; the same as a blunderbuss.

Muste. A review of troops, to take an account of their numbers, condition, arms, and accoutrements.

Muste-

Muster-Master-General. See commissary general of the musters.

Muster-Rolls. List of the soldiers in each company, troops, regiment, &c.

Muzzle-ring of a Gun. That which encompasses and strengthens the muzzle, or mouth of a cannon.

N.

NAILING of Cannon. The driving a large nail, or iron spike, by main force into the touch-hole of a piece of artillery, so as to render it for some time unserviceable. The remedy is to drill a new touch-hole, for if the spike be taken out, the hole is left so large, that the piece cannot be fired. The most honourable thing the garrison of a place besieged can propose to themselves in a sally, is to nail up the enemy's cannon. For want of spikes, they sometimes use small flints, or other stones.

Neck of a Gun. That part between the muzzle mouldings, and the cornish ring.

Neck of the Cascabel. Is the part between the breach mouldings and the cascabel.

OBLIQUE.

O.

OBLIQUE Defence. That which is under too great an angle, as is generally the defence of a second flank, which can never be so good as a defence in front, nor is it approved by engineers.

Octagon. A figure that has eight sides and as many angles.

Officers. Are distinguished into, 1. general officers, who have power not only over one regiment, troop, or company, but over a body composed of several regiments. These are the general, lieutenant-general, major-generals, brigadiers, quarter-master, and adjutant-generals. 2. Field-officers, who have command over a whole regiment; which are the colonel, lieutenant-colonel, and major.

3. Commission-officers are those who are appointed by the king's commission, which are all from the general to the ensign and corporal inclusive. Those who have not the king's commission, but are appointed by the colonels and captains, are called warrant, or staff officers; which are quarter-masters, serjeants, and corporals; and in this number are included chaplains and surgeons. 5. Subaltern-officers are lieutenants, ensigns and corporals.

Opening

Opening the Trenches. Is the first breaking of ground by the besiegers, in order to carry on their approaches.

Order of Battle. The form in which an army is drawn up to engage an enemy.

Orders. Notice given every night by the general, to the lieutenant-general of the day, who conveys them to the major-general, and he to the brigade-major, who gives them to the adjutants, and they to the serjeants, that the army may know when to march, what detachments, &c. The orders are generally given out in the evening at the head quarters, where all the general's meet at that time. Orders in general, signify all that is commanded by a superior officer.

Orgues. Long and substantial pieces of wood, pointed with iron, and hung each by a separate rope, perpendicularly, over the gateway of a city, ready on any surprise, or attempt of an enemy, to be let down in the gateway to stop it up. These are reckoned better than portcullices, because the orgues being severed from one another, the stopping of one is no hindrance to the fall of the rest; whereas the pieces of which the portcullices consist, being all made fast to one another, when one stops all stop; so that an enemy may sometimes clap a wooden horse across the gate, and keep up the whole range of pieces. Orgues is also used for a machine composed of several harquebuss, or musket barrels bound together,

together, by means whereof several explosions are made at once, to defend a breach, or other place attacked.

Orillon, or Blind. A mass of earth faced with stone, advancing beyond the shoulder of those bastions that have casemates, to cover the cannon in them, and prevent their being dismounted by the enemy. Some orillons are round, and others almost square, which last are properly called epaulments.

Orthographical Section, or Profile. Is a draught which shews the thickness, breadth, depth, and height of any work, as it would appear if it were perpendicularly cut from the top to the bottom.

Oval. A plain figure bounded by its own circumference, within which no point can be taken, from which all right lines drawn to the circumference can be equal.

Out-works. Are all those which cover the body of a place next the campaign, or without the first enclosure; as ravelins, half-moons, horn-works, tenailles, crown-works, swallow's tails, envelopes, and the like. If there be several out-works one before another, those that are nearest the place, ought to command those that are farthest advanced into the country; that is, they must have higher ramparts, so as to overlook, and fire upon the besiegers when they have got possession of those at a distance. The gorges of them must have no parapet, lest it might serve

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serve the besiegers when they are masters of it, to cover themselves against the fire of the besieged; and therefore they are only palisaded, to prevent surprise.

P.

P*ACE*. A measure used in fortification, and much spoke of in military discipline. The ordinary pace, or step of a man, is two foot and a half though it is generally reckoned a yard. The geometrical, or German, called also the greater pace, is five feet, a thousand of which paces, make an Italian mile.

Palisades, Palisadoes, or Piles. Large stakes or spears, six, or seven, inches square, and eight feet long, three whereof are let into the ground. They are used to fortify the avenues of open forts, gorges, half-moons, the bottoms of ditches, the parapets of covert-ways, and in general all posts that are liable to surprise, or may be carried by assault. Sometimes palisades are planted perpendicularly, and sometimes inclining a little towards the ground next the enemy, that if they should throw ropes about them to pull them up, they may slip off. They are to stand so close, that no interval remain between them, except what will serve for the muzzle of a musket, or to thrust a pike thro'.

Turning

Turning palisades, are a modern invention, contrived so as to turn up and down like traps, whereby they are preserved from being destroyed by the enemy's shot, and yet are always ready to do the proper service of palisades in case of an attack.

Pan. The same as the face of the bastion. See Face.

Parade. The place where troops assemble, either in order to mount the guards, or for any other service.

Parapet, or Breastwork. A work raised on ramparts, bastions, &c. serving to cover the soldiers and the cannon from the shot of the enemy. The parapet royal, or that of the rampart, is to be of earth, eighteen, or twenty, feet thick, six feet high towards the place, and four, or five, towards the country; which difference of height makes a glacis, or slope, for the musketeers to fire down into the ditch, or at least upon the counterscarp. The parapet of the trenches is made of the earth dug up; or of gabions, fascines, barrels, or bags, of earth, and the like.

Park of the Artillery. A post in a camp, out of cannon-shot of the enemy, and fortified to secure the magazines and ammunition; where, to prevent accidents by fire, only pikemen do duty.

Park of Provisions. Is a place in a camp, in the rear of every regiment, taken up by sutlers and others who sell provisions to the soldiers.

Parley.

Parley. See *Chamade*.

Partisan. An able cunning soldier, fit to command a party, who knows the country, and how to avoid ambushes, and surprise the enemy.

Partuisan. A weapon much like a halbert.

Party. A small body of horse, or foot, or both, sent upon any expedition.

Patee. A platform like what is called a horse-shoe, not always regular, but generally oval, encompassed only with a parapet, and having nothing to flank it. They are commonly erected in marshy grounds, to cover the gate of a town.

Patrouille, or Patroll. A night-watch of about five, or six, men, commanded by a sergeant, sent from the guard to walk in the streets, and prevent disorders.

Pedrero, or Paterero. A small piece of ordnance, generally used on board ships, to discharge stones, broken iron, or partridge-shot, upon an enemy attempting to board.

Pentagon. A figure of five sides and as many angles.

Petard. A hollow engine made of metal, somewhat in the shape of a high-crowned hat, about seven inches deep, and five inches over at the mouth. When charged with fine powder, it is covered with a madrier, or thick plank, well fastened to it with ropes, having a cavity to receive the mouth of the petard.

Thus it is fixed to gates, barriers, bridges, &c. and, being fired, breaks them down by driving the plank before it. Petards are also used in countermines, to break through into the enemies galleries.

Picket Guard. See guard.

Picket, or Picquet. Is a stake sharp at one end, and pointed with iron, used to mark out the ground and angles of a fortification, when the engineer is laying down the plan. There are also large pickets drove into the earth to hold together fascines, or faggots, in a work cast up in haste. Pickets are likewise stakes drove into the ground by the tents, of the horse in a camp to tie their horses to, and before the foot, to rest their arms about them in a ring. Sometimes a horseman, for a considerable offence, is sentenced to stand on the picket; which is, to stand upon the point of a stake with one foot, having the contrary hand tied up as high as it can reach. The stakes with notches towards the top, to which the cordages of tents are fastened, are also called pickets; whence, to plant the picket is to encamp.

Pike. A weapon for a foot-soldier, made of a long staff, small and round, armed at the end with a sharp iron-spear. The pike was a long time in use among the infantry, but the bayonet is now substituted in its place.

Pioneer. A labourer employed in an army to level roads, dig mines, cast up trenches, &c.

Place of Arms. Absolutely taken, is a strong town chosen for the chief magazine of an army.

Place of Arms in a Garrison. Is a large open spot of ground for the garrison to rendezvous in, upon any sudden alarm, or other occasion.

Place of Arms of an Attack. Is a post near it, sheltered by a parapet, where the soldiers are ready to sustain those at work in the trenches against the sallies of the garrison.

Place of Arms of a Camp. A spacious piece of ground at the head of it, to draw up the army in order of battle. So the place of arms of a troop, or company, is the spot of ground where the troop, or company, draws up.

Plan, or Ichnography. The draught on the ground of any fortification, shewing the length of its lines, the angles they form, the distances between them, the breadth of the moats, and thickness of the ramparts and parapets; so that a plan represents a work as it would appear upon the plain field, were it cut off level with the foundation.

Platform. See battery.

Platoon, or Peloton. A small square body of musketeers, drawn out of a battalion, to strengthen the angles when they form the hollow square. They are also placed between the

the squadrons of horse to sustain them, and used in freights and defiles, where there is not room for the whole battalion, or regiment.

Point-blank. Denotes the shot of a gun levelled horizontally, without mounting, or sinking, the muzzle of the piece.

Polygon. In fortification, is the figure, or perimeter, of a fortified place. The interior polygon is the main body of the works, or town, excluding the out-works. The exterior polygon is an out-line drawn quite round the works, from one outermost angle to another.

Ponton, or Pantoon. A floating bridge of boats with planks laid over them, and rails on the sides, for passing an army over a river. The modern ponton, made of copper, has been spoken of under the article Bridge.

Pont Volant. See Bridge.

Portcullice, Herse, or Sarrazine. Consists of several great pieces of wood joined across one another like a harrow, and pointed at the ends with iron. These used formerly to hang over gateways of fortified places, to be let down in case an enemy should come so suddenly as not to allow time to shut the gates; but orgues are found to answer the purpose better.

Port Fire. A composition of meal-powder, sulphur, and salt-petre, rammed into a case of paper, but not very hard. It is about nine,

or ten, inches long, and is used to fire guns, or mortars, instead of a match; but then it is cut into pieces of about an inch long, and put into a lintstock, or cleftstick.

Post of Honour. The advance guard is the post of honour; or the right of the two lines, which are always given to the eldest regiments; the left is the next post, and is always given to the next eldest, and so on. The centre of the lines being the post, the least honourable is given to the youngest regiments.

Postern. A small door, usually made in the flank of a bastion, whereby the garrison can march in and out unperceived by the enemy.

Pouch. A grenadier's pouch is a square case, or bag of leather, with a flap over it, hanging in a strap, of about two inches broad, over the left shoulder, in which he carries his grenades.

Profile. See Orthographical Section.

Provost-Marshal. An officer appointed to seize and secure deserters and other criminals, and also to set rates on provisions in the army.

QUA-

Q.

QUADRANT. An instrument used by gunners, for levelling, mounting, or lowering a piece of ordnance.

Quadrante. To quadrante a piece is to see that it be duly placed, or well poised on the carriage.

Quarter. Is the sparing the lives of the vanquished enemies, and giving them good treatment.

Quarters at a Siege. Are the encampments on the principal avenues of a place, to prevent relief, or convoys. Winter-quarters, is sometimes taken for the interval between two campaigns, but more generally for the place, or places, where troops are lodged during the winter. Quarters of refreshment, are those into which troops that have been much harassed, are sent to recover strength, or health, during some time of the campaign.

Quarter-master. An officer whose principal business is to look after the quarters of the soldiers. Besides the quarter-master-general of the army, there is a quarter-master to every regiment of foot, and one to every troop of horse.

Queue-d'Yronde, or Swallow's-Tail. An out-work whose sides open towards the head, or campaign, and draw narrower towards the gorge; so that in figure it resembles the tail

of a swallow. Some single as well as double tenailles, and horn-works, are called by this name.

Quit your Arms. A word of command in the foot, when they lay down their arms, at which they stand up, till they are ordered to the right-about, when they march, clear off their arms and disperse. But upon the beat of drum, they run to their arms, with an huzza, having their swords drawn, and the point upwards.

R.

RABINET. The smallest piece of cannon but one, carrying a ball of eight ounces.

Raising a Siege. Is giving over the attack of a place, and quitting the works.

Rampart. A massy bank, or elevation of earth, raised about the body of a place, to resist the enemy's great shot, and cover the buildings. On the rampart the soldiers keep guard, and cannon are planted for the defence of the town. A parapet is raised upon it towards the country, to shelter the defendants from the shot of the besiegers.

Ranforce Ring of a Gun. That which is next before the touch-hole, between it and the trunnions.

Rank

Rank. The strait line the soldiers of a battalion, or squadron make, as they stand side by side.

Ration. A day's allowance of bread, drink, forage, &c. given to every man and horse.— See Forage.

Ravelin. A work raised on the counter-scarp, before the curtain of a place, consisting only of two faces, which form a salient angle. There is little difference between a ravelin and a half-moon, but that the latter is always used to cover the point of a bastion.

Rear. Is the hindmost part of an army. Rear rank, is the last rank of a battalion, or squadron. Rear half-files, are the three hindmost ranks, when a battalion is drawn up six deep. So we say rear-line, rear-guard, &c.

Recoil. Of cannon, is the motion, or run, it takes backwards when fired.

Redens, or Redans. Are indented works running in and out like the teeth of a saw, forming salient and re-entering angles. The parapet of the covert-way is usually carried on after this manner.

Redoubt, or Redoute. A small square fort, without any defence but in front, used in trenches, lines of circumvallation, contravallation, and approach; also for the lodging of Corps de Garde, and to defend passages.

Reduit. An advantageous piece of ground, entrenched from the rest of the place, to retire to in case of surprise.

Reform. To reform is to reduce a body of men, either by disbanding the whole, or only breaking a part and retaining the rest.

Reformed Officer. Is one whose troop, or company is broke, and he continued in whole, or half, pay.

Regiment. A body of several companies of foot, or troops of horse, commanded by a colonel. The number of troops, or companies in a regiment is as undetermined as that of the men in a troop, or company. There are regiments of horse that are not above three hundred men, and some in Germany of two thousand; so there are regiments of foot, of only seven, or eight, hundred men, and the regiment of Picardy in France, consists of one hundred and twenty companies, which, at fifty in a company, amounts to six thousand.

Relieve. To relieve the guard, or trenches, is to bring fresh men thither, and send those to rest who have been upon duty before.

Remount. To remount the cavalry, is to furnish those with new horses, who have had theirs killed, or disabled.

Rendezvous. The place where troops are to assemble.

Reserve, or Body of Reserve. See Line.

Retirade.

Retirade. A retrenchment, commonly consisting of two faces which make an angle inwards, and raised in the body of a bastion, or other work, that is intended to be disputed inch by inch, after the first defences are demolished.

Retrenchment. Is used for any sort of work thrown up to strengthen, or defend, a post against an enemy; such as ditches with parapets, gabions, fascines, &c. for a covering. But these works are most properly so called, when they are made behind another defence, which the enemy has already won.

Returns of a Trench. Are the several turnings and windings which form the lines of a trench.

Reverse. Signifies on the back, or behind. So we say a reverse battery, &c.

Rhineland Rod. A measure used by Dutch engineers, being two fathom, or twelve, foot.

Rhomboid. A quadrilateral figure, that has the opposite sides and angles equal.

Rhombus. A square figure that has the four sides equal, but not the angles.

Rideau. A small rising ground running along a plain, serving to cover a camp, or give an advantage to a post.

Rondel. Is a round tower, sometimes raised at the foot of the bastions.

Roster. Is a plan, or table, by which the duty of field officers, captains, subalterns, entire battalions and squadrons are regulated.

Round. A watch commanded by an officer, that goes in the night about the rampart of a strong place.

Roul. Officers of equal quality, who mount the same guard and take their turns in relieving one another, are said to roul.

Ruffle. A beat on the drum; lieutenant-generals have three ruffles; major generals two; brigadiers one; and governors one, as they pass by the regiment.

Run the Gauntlet. When the soldier is sentenced to undergo this punishment, the regiment is drawn up making a lane, with every man a wand in his hand, with which they whip the criminal as he runs between them with his back naked.

S.

SAFE-GUARD. A protection given by a prince, or his general, to some of the enemy's country, to secure it from being ravaged, or burdened, with soldiers.

Saignon. A moat to empty the water by subterranean conveyances, after throwing up the mud that remains.

Saker.

Saker. The name of a piece of ordnance. That of the largest size carries a ball weighing seven pounds five ounces; the ordinary saker a ball of six pounds.

Sally. The issuing out of the besieged from their town, or fort, and falling upon the besiegers in order to cut them off, destroy their works, nail up their cannon, and the like.

Salute. A discharge of cannon, or small arms, or both, in honour of some person of extraordinary quality. Royal persons and generals are also saluted by bowing the colours to the ground.

Sappe. A deep trench carried far into the ground, descending by steps from the top to the bottom, so that it covers on the sides; and over-head are laid madriers, or thick planks, with earth upon them, to secure them against fire. Formerly the word signified a hole dug under the wall, or building, in order to overthrow it.

Sarazin. See portcullise.

Saucisse. A long train of powder rolled up in a pitched cloth, so that it reached from the chamber of the mine to the place where the engineer stands to spring it. This roll is about two inches in diameter, and there are generally two to each mine, that if one fails, the other may hit.

Saucissons. Faggots made of thick branches of trees, or of the trunks of shrubs bound together; whose use is to cover the men, and

to serve as epaulments. The saucissor differs from the fascine, which is only made of small branches.

Scalade, or Escalade. An assault made upon the wall, or rampart, of a city by means of ladders, without carrying on works in form to secure the men.

Scarp. The slope of that side of a ditch which is next the place, and faces the field.

Scouring the Length of a Line. Is to rake it with shot from one end to the other.

Second Captain, or Lieutenant en Second. One whose company has been broke, and he is joined to another, to act and serve under the captain, or lieutenant of it, and receive pay as reformed. There are also second captains and lieutenants of the first creation, that is, who were never so in the other companies.

Seniority. Amongst military men, implies the time elapsed since the first raising of a regiment, or an officer's receiving his commission. The colonels of horse have precedence and command according to the seniority of their commissions, but the colonels of foot according to the seniority of their regiments. The captains of the same regiments, either of horse, or foot, roll and have place among themselves according to seniority of commission; and their troops, or companies, have no preference one before the other, but by the date of their captains commissions.

Sentinel.

Sentinel. A private soldier placed in some post to prevent any surprise from an enemy. One that is placed in a very advanced and dangerous post, is called a *sentinel perdu*.

Sergeant, or Serjeant. An inferior officer in a company of foot, or troop of dragoons, appointed to see discipline observed, to teach the men the exercise of their arms, to see due distances kept, to straiten the ranks and files, &c.

Shot. All sorts of bullets for whatsoever fire-arms, from the cannon to the pistol.

Shoulder of a Bostion. See *epaule*.

Sides. Of horn-works, *tenailles*, and such-like out-works, are the ramparts and parapets that inclose them on the right and left, from the gorge to the head.

Sillon. A work raised in the midst of a ditch to defend it, when it is too wide. The *sillon* is more usually denominated *envelope*.

Sixain. An ancient order of battle for six battalions, which being ranged in one line, the second and fifth are made to advance, and form the van; the first and sixth to retire, and form the rear-guard; whilst the third and fourth remain on the spot, and constitute the corps, or body, of the battle.

Skirmish. A small encounter of a few men, when they fight in confusion, without observing order.

Spantoon.

Spontoon. Is a weapon much like a halbert, now used instead of a half-pike, by captains and lieutenants of foot.

Sponge. A long staff, or rammer, with a roll at one end, covered with a piece of sheep's-skin, to scour great guns after firing, before they are charged with fresh powder.

Spurs. Are walls that cross a part of the rampart, and join to the town wall.

Squadron. A body of horse, the number not fixed, but usually from one hundred to two hundred.

Square Body of Men. Is that which has as many in file as in rank, and is equal whichever way it faces. A hollow square, is a body of foot drawn up with an empty space in the middle for the colours, drums, and baggage, facing and covering every way by pikes to oppose the horse.

Standard. A piece of silk a foot and a half square, on which is embroidered the arms, device, or cypher, of the prince, or the colonel.

Star-Fort. Is a work with several faces, generally composed of from five to eight points, with salient and re-entering angles, flanking one another, every one of its sides containing from twelve to twenty-five fathoms.

Star-Redoubts. Of four, or five, of six, or more points, otherwise called an estotele. These are all small forts, or redoubts, with angles

angles salient, and returning, or entering; they are not much used at present, because their angle inwards is not flanked, and the square redoubts are sooner built, and are as serviceable.

Straw. For straw is a word to dismiss soldiers when they have grounded their arms, so that they be ready to return to them upon the first firing of a musket, or beat of drum.

Subaltern. See officer.

Sub-Brigadier, Sub-Lieutenant, and the like. Are officers appointed for the ease of the brigadier, lieutenant, &c.

Subsistence. Money given to soldiers for their present support till the general pay-days, when they receive what more is due to them.

Sutler. Is one that follows a camp, and sells provisions to the soldiers. There are also sutlers in a garrison.

Swallow's-Tail. See Queue-d'Yronde.

T.

T*AIL of the Trenches.* Is the first work the besiegers make at the opening of the trenches, as the head of the attack is that carried on towards the place.

Talus. The slope allowed to every work raised of earth, that it may stand the faster; and is more or less, according as the earth is looser,

looser, or more binding. The slope of a rampart, or other work next the town, is called the inward talus; and the outward talus is the slope on the side towards the country.

Tat-too. A beat on the drum at night, to give soldiers notice to repair to their quarters in a town, or to their tents in a camp.

Temoins. See Witnesses.

Tenaille. An outwork, whereof there are two sorts, the single and the double. The single tenaille is a work, whose head is formed by two faces making one re-entering angle, whose sides are parallel from the head to the gorge. The head of the double tenaille is formed by four sides, which make two angles inwards, and three angles salient, and whose sides likewise run parallel. When the sides are not parallel, but there is more breadth at the head than at the gorge, the work is called *queue-d'yronde*, or *swallow's tail*. The tenaille of a place is what it comprehended between the points of two neighbouring bastions. Tenaille of the ditch, is a low work raised in the middle of it before the curtain.

Terre Plaine. Is the top, platform, or horizontal surface of the rampart, terminated by the parapet on that side towards the country, and by the inner talus on the side towards the place.

Tertiace.

Tertiate. To tertiate a cannon is to try whether it has its due thickness of metal in all parts.

Toise. A fathom, or six feet.

Train of Artillery. The great guns and warlike stores that belong to an army in the field.

Trapeze. A figure that has only two of its four sides parallel.

Trapezoid, or Tablet. Has all its four sides and angles unequal, and no sides parallel.

Traverse. A trench with a parapet, and sometimes two, one on each side. It is sometimes open, and sometimes covered with planks loaded with earth. The word is often taken for a gallery, and also signifies a retrenchment, or line fortified with fascines, barrels, or bags of earth, gabions, &c.—To traverse, in gunnery, signifies to turn, or move a piece of ordnance, in order to bring it to bear, or lie level with the mark.

Trench. In general, signifies any ditch, or cut, made in the earth.

Trenches, called also Lines of Approach, and Lines of Attack. Are works carried on by the besiegers to approach more securely to the place attacked. They are carried on differently according to the nature of the ground; for if it be fit to dig, the trenches are nothing but a ditch, or way sunk down into the earth, having a parapet towards the place besieged; being
eight,

eight, or ten, feet in breadth, and six, or seven, in depth; but if it be rocky about the town, the trenches are only an elevation of faggots, gabions, woolpacks, epaulements of earth brought from a distance, or any thing that may cover the men.—Opening the trenches, is when the besiegers begin to dig, or work upon the Line of approaches, which is generally done in the night-time. To mount the trenches, is to go into them upon duty; and when fresh men supply the place of others, it is called relieving the trenches.

Troop. A small body of horse, or dragoons, the number not determined, but usually about fifty, under the command of a captain.—To beat the troop, is meant of the second beat of drum, when the foot are to march, at which they are to repair to their colours.

Trumpet. Signifies either the martial instrument used among the horse, or the man that sounds it. There is one belonging to each troop.

Trunnions. Two pieces of metal sticking out of the sides of a cannon, about the middle of it, whereby it rests upon the cheeks of the carriage.

Turnpike. See Chevaux de Frise.

V.

VAN, or Van-guard. The first line of an army drawn up in order of battle, which gives the first charge upon the enemy. The van is the front, or foremost, part of any body, or bodies of men.

Vedette. A centinel on horseback, detached from the main body of the army, to discover and give notice of the enemy's designs.

Utenfils. Are the moveables with which a host is obliged to furnish a soldier quartered with him. They are usually reckoned a bed and bed-cloaths, a pot, a dish, and a spoon; he is also to have a place at the fire and a candle.

W.

WArasdins, or Slavonians. Their cloathing is nothing but a cassock of coarse white cloth, which comes down to their knees, and which they bind to their bodies with a leather thong; their breeches are very large, made of linen, and come down to their ankles; their shoes are a piece of skin, or felt, tied to their feet with cords. On their heads they have a bonnet of black felt, which rises.

rises up like a sugar-loaf, but round, the brim of which is cut with a peak; their arms are a fuzil and pistols, the butt end of their fuzil serves them for spades, when they have occasion to throw up earth; they carry also a great knife, and when they kill their enemies, they put them out of their pain with it. They also carry a mace, with which they, by reason of their great strength, easily knock down a horse, or break open a gate.

Warrant-Officer. See *Officer*.

Way of the Rounds. See *Fausse-Braye*.

Well. A depth which the miner sinks into the ground, from whence he carries on branches, or galleries, either to prepare a mine, or to find out and disappoint those of the enemy.

Wheeling. Is a motion that brings a battalion, or squadron, to front on that side where the flank was. If the battalion wheels to the right, the left wing moves first, describing the fourth part of a circle about the file-leader on the right, who is the center of the motion, and stirs not off his ground. If the wheeling be to the left, the contrary is performed, squadrons of horse wheel much after the same manner.

Wings. Are two flanks, or extremes of an army ranged in order of battle. The cavalry are always posted in the wings, that is, on the flanks, or the right and left sides of each line, to cover the foot in the middle.

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—The two files which terminate a battalion, or Squadron, on the right and left are also called wings.—The word is likewise used to denote the large sides of horn-works, crown-works, tenailles, and the like out-works; that is, the ramparts and parapets, with which they are bounded from their gorge to the front.

Winter-Quarters. See quarters.

Witnesses, or Temoins. Are certain parcels of earth left in the foundation of those places that are dug down, in order to make a judgment by them, how many cubical feet, or fathoms, of earth have been dug out.

Word, or Watch-Word. In an army, or garrison, is some peculiar word, or sentence, by which the soldiers know and distinguish one another in the night, and by which spies and designing persons are discovered. It is also used to prevent surprises. The word is given out in an army every night by the general, and in a garrison, by the governor, or other officer commanding in chief.

Word of Command. The terms used by officers in exercise, or upon service.

Works. Is generally understood of the fortifications about the body of a place, as by out-works are meant those without the first inclosure. The word is also used to signify the approaches of the besiegers, and the several lines, trenches, &c. made round a place, an army, or the like, for its security.

YOUNGER.

Y.

YOUNGER *Regiment, or Officer.* That regiment is youngest which was last raised; and that officer youngest, whose commission is of the latest date, though he be never so old a man, or have served never so long in other capacities. See more of this under the word Seniority.

Z.

ZIGZAG. Is a line making several angles, in approaching, or erecting a work, to prevent the men being fired on in a strait line, or enfiladed.



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THE NAVAL DICTIONARY.

A.

ABAST, or *Ast*. The stern or after-parts of a ship.

Ast, the Mast hangs. Towards the stern.

Admiral. A great officer who commands the naval forces of a kingdom, or state, and takes cognizance by himself, or officers appointed by him of all maritime causes. The lord high admiral of England, in some ancient records called capitaneus mariniorum, is judge, or president, of the court of admiralty. He takes cognizance by himself and his lieutenant, or deputies of all crimes committed on the sea, or the coast, and all the civil and marine transactions relating thereto, as also of what is done in all great ships riding in any river, beneath the bridges next the sea. We have had no lord high admiral for many years, the office being put in commission, or under

under the administration of the lords commissioners of the admiralty. Admiral is also used here, for the commander in chief of a single fleet, or squadron. Thus we say the admiral of the red, the admiral of the white, and the admiral of the blue. The term admiral is also applied to all flag-officers, in which sense it includes vice-admirals, and rear-admirals.—No nation in the world, has ever produced a greater number of brave admirals, and other sea-officers, than England. Their heroic actions have been admitted and applauded under both hemispheres, and their single appearance has always alarmed the coasts of the most formidable enemies of the English name, and no doubt our posterity will remember with pleasure and gratitude, the glorious names of Hawke, Boscawen, Watson, Saunders, Osborne, Pococke, Howe, Kepple, &c. &c. whose gallant exploits will be copiously related in the HISTORY OF THE PRESENT WAR, included in this work.

Du Cange assures us that the Sicilians were the first, and the Genoese the next after them, who gave the denomination of admiral to the commanders of their naval armaments, and that they took it from the Saracen, or Arabic.

Amir. A general name for any commanding officer; though there are no instances of admirals in this part of Europe, before the year 1284, when Philip of France, who had attended

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tended St. Louis to the wars against the Saracens, created an admiral.

Aloof. When a ship goes upon a tack, and falls off the wind.

Amain. Is to lower the top-fails at once; or if spoke to an enemy, signifies to yield.

Anchor. A large iron instrument, the figure of which is well known. It is fixed to the cable, and let down to fasten a ship, to the bottom of the sea. They have on board men of war anchors of different sorts, distinguished by the names of Sheet, Spare, best, and Small Bower.

Anchor is apeak. When it is right under the hause.

Anchor is a Cock-bill. When it hangs right up and down by the ship's side.

Anchor is foul. When the cable is entangled about the flouk.

Anchor is come home. When the violence of wind and tide drives a ship so that the anchor cannot hold her.

Avast. To stop, hold, or stay.

Awnings. Sails set up over the deck, or poop, to keep off the sun, rain, or wind.

B.

BACK-Stays. Two ropes reaching from the mast-head to the deck, to strengthen

the mast, and prevent it from falling forwards.

Ballast. Stones, iron, &c. laid in the hold, to keep the ship stiff that she may bear the more sail.

Ballast shoots. When it runs from one side to the other.

Free the Ballast. Separate or divide it.

To Bale. To cast the water out of the hold, with buckets, canes, &c. which is never done but when the pumps are foul.

Bar of a Harbour. A rock, sandbank, &c. which lies at the mouth of a harbour, which often requires pilots to carry the ship safe in.

Bark. A vessel with three masts, the largest never above two hundred tons. They have half a deck above the whole one, which runs to the main mast. All Barks in the Mediterranean carry latten, or triangular, sails.

Beak. That part which is fastened to the stern of a ship, and supported with a knee, fastened into the stern.

Beam. A cross timber which keeps the ships sides asunder, and supports the deck. The main beam is near main mast; here the breadth is measured, and the other beams, fore and aft, are called the first, second, third, &c.

Bear in with Land. To sail towards land.

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Bear to. To sail before the wind.

Bear under her Lee. When a ship that was to windward comes under another's stern, and gives her the wind.

Bear up the Helm. Let her go more large before the wind.

Bear up round. Let her go directly before the wind.

Belay. Make fast.

To Bend a Cable. To make it fast.

The Bildge. The flattest part of a ship's bottom.

The Ship is Bilged. Has struck off some timber, and has sprung a leak.

Billage. The breadth of the place on which a ship rests when she is a-ground.

Birth. Is a proper distance observed between ships lying at anchor, or under sail. Also the place aboard for a mess to put their chests, &c. also a convenient place for mooring of a ship.

Bittacle. A kind of locker to hold the compass, a glass and candle, and stands on the quarter-deck, just before the steering wheel, whereby he that steers the ship, is enabled to keep her in her right course.

Bite. Any part, or turn of the rope, but the end; so when they cannot take hold of the end of a rope, they say, give me the Bite.

Bitter. Any turn of a cable about the bitts, is termed a Bitter, so that the cable

may be let out by little and little. And when a ship is stopped by a cable, she is said to be brought up by a Bitter.

Bitter end of the Cable. The end which is wound about the bitts.

The Bitts. Two square pieces of timber, to which the cables are fastened, when the ship rides at anchor.

Blocks. Are fitted with shivers and pins for running rigging to go through, and are of different kinds.

Blaffheaded. A ship is said to be so, when she is built with a small, or too upright, rake forward on.

Boatswain. The officer who takes charge of all the standing and running rigging, cables, cordage, anchors, sails, boats, and other stores.

Bannetts. Small sails to be laced on upon the main, or fore-sail, and jibbs of floops, yatches, or hoys, when fair, or to be taken off in foul weather.

Bonnett, Shake off the. To take it off.

Boom. A long pole to spread out the clew of the sail. Also those poles with brushes, or baskets, on the top which are placed near lakes, to direct how to steer into a channel.

Board and Board. When two ships touch one another.

Board it up. Turn to the windward.

Boarding.

Boarding. In an engagement the best place is the bow, or athwart the hawse, and the worst in the quarter.

Boungrace. A frame of old ropes, pieces of junk, &c. hung out at different parts of the ships to keep from the ice, when she sails northward.

Bow. The fore part of a ship being the round from the head to the side. If this is very broad, it is called a bold bow, and if narrow, a lean bow.

Bowline. Is a rope fastened in three, or four, parts of the back of the sail, which is called the Bowline-Bridle; but the mizen Bowline is fastened at the lower end of the yard.

Bowse. To haul or pull; so hauling upon the tack, is called Bowsing upon the tack, and when they would have the men pull together, they say Bowse away.

Braces. All the yards in a ship, except the mizen, has two; their use is to bring the yard so that it may stand at right-angles with the length of the ship.

Brails. Small ropes whose use are for furling the mizen, to haul up it its bunt, that it may the more easily be taken up, or let fall.

Break Bulk. To take out the first goods of the cargo.

Breeming. Is burning off the weeds, filth, &c. which a ship contracts under water, with

furze, faggots, or reed, before her bottom is caulked and graved.

Bulkhead. A partition that goes across the ship, as at the great cabin, steerage, fore-castle, &c.

Bunt. The middle part of the sail when formed into a kind of bag, or cavity, that the sail may receive more wind.

Buntlines. Small ropes made fast to the bottom of the sails, in the middle of the bolt-rope to a cringle, and so are reeved through a small block, seized to the yard; they are used to tie up the bunt of the sail for the better furling it.

Buoys. Are made with old masts, barrels, &c. strongly hooped with iron. Their use is to lie on shoals, or sands, for marks, and also to float directly over the anchor, to show where it lies.

Burden, or Burthen, of a Ship. Is the number of tons she will carry, to know which, multiply the length of the keel by her breadth and half-breadth, and divide by the number ninety-four.

Burton. Small tackle to be fastened any where at pleasure, to draw up things of little burden.

Burton Pendants. Short ropes fastened at one end, either to the head of the mast, end of the yards, on the main-stay, or back of the rudder; and at the other end hath a thimble spliced in, or a block to reeve a fall through.

Butt.

Butt. The end of any plank which joins to another on the outside of a ship under water: when a plank is loose at one end, they term it springing a Butt.

Buttock. That part of the ship's stern under the wing-transom.

C.

CABLES. Are composed of many ropes united, and their business is to hold the ship to the anchor. These have several names, according to their size and length.

Caulking. Is the driving of oachum, hemp, or spun hair, into the seams of the ship's planks to prevent leaking.

Cambring. A deck lies cambring, when it is higher in the middle than at either end; and if the keel is bent in the middle upwards, we say she is camberkeeled.

Canvas-hoses. Are used for starting water into, or out of casks.

Cap. A square piece of timber with a round hole, put over the head of the mast. It keeps the top-masts and top-gallant masts firm in the tressle-trees where their feet stand, as the lower masts do in their steps.

Capstons. Are of two kinds: the jeer-capston, which is placed between the main and fore-mast, and used to heave upon

the jeer, or coil, when the anchor is weighing. The main-capston is placed abaft the main-mast, its foot standing on a step on the lower deck, and its head between the two upper decks; it is used to weigh anchors, hoist up, or strike down, top-masts, heave things of considerable weight, or strain a rope.

Careen. A ship is said to be brought on a Careen, when she is laid on one side, to trim, caulk, or mend, the other.

Carlings. Square pieces of timber ranging from beam to beam, fore and aft the ship, to strengthen the deck.

Catbarpings. Small ropes running in little blocks from one side of the shrouds to the other near the deck, to keep them taught, for the ease and safety of the masts when the ship rolls.

Cathead. Pieces of timber projecting over the ship's bow, from the fore-castle at the after end of the upper rail of the head, so far as to clear the flook of the anchor from the ship's side, in order to lodge it on the fore-channel, that it may the more freely be let go again to anchor the ship.

Chains. Those chains to which the shrouds are made fast on the ship's sides, and those belonging to the top-mast shrouds. In fight the yards are slung in chains, lest the ties should be cut, and the yards fall; which Chains are called slings.

Channels.

Channels. Are fore, main, and mizen. They are planks placed an edge against the upper edge of the wale, long enough for such a number of dead eyes to be placed thereon as the ship requires, and board enough to prevent the shrouds touching the rails.

Chase. Signifies pursuit.

Cheeks of the Head. Small knees fayed on each side the knee of the head, bracing it strongly to both bows.

Cheeks for Masts. Two pieces of oak fayed to the head of the mast on each side to strengthen it.

Chestrees. Pieces of timber fayed perpendicularly up and down the ships sides, for the main-rack to be hauled through.

Cleats. Are to belay small rigging; all yards have a pair in the flings to stop the parallel, and jeer-blocks, and a pair at each yard-arm to stop the straps of the top-sail sheet blocks from sliding further on.

Clew of the Sail. Is the lower corner which reaches down to the earing, where the tacks and sheets are fastened.

Clew-garnet. A rope fastened to the clew of the sail, from whence it runs in a block, seized to the middle of the fore, or main-yard, to haul up the clew of the sail close to the middle of the yard in order to furl it.

Clew-line. The same to the top-sails, top-gallant sails: and sprit-sails, as the clew-garnet is to the fore and main courses.

Clinch. That part of a cable, which is bent to the ring of the anchor made fast.

Coach. Is before the bulkhead of the round-house, or captain's cabin, on the quarter deck, when a flag-ship, and used for dining in as the steerage is.

Cockswain. A petty officer appointed to the command of the barge, or shallop, and allowed to carry a whistle.

Cockpit. A platform on the orlop abaft, where the stewards room, purser's, and surgeon's cabins are built

Colours. Are of various sorts. The ensign is a flag hoisted at the stern of a ship, in the canton of which the union is placed.—Flags, the colours which the admirals of the fleet are allowed. The admiral carries his at the main-top-mast-head; the vice admiral at the fore, and the rear-admiral at the mizen-top-mast-head. There is besides allowed to each flag a proportion of signal colours.—The lord high admiral has a red flag having the anchor and cable in yellow bewper, painted in the center. Pendants are of different lengths, cut pointing towards the end, where they are divided into two parts, and hoisted on a spindle at the top-mast-head; those for yard-arms are called distinction pendants, and are used for signals. Jacks are hoisted on a staff at the bowsprit end; those for men of war being made as the union flags are, and those for naval vessels, have the arms of the office and vessel

vessel they belong to. The standard is hoisted at the main-top-mast head when his majesty is on board. When the admiral of the fleet hoisteth it at the main-top-mast-head, it is for all flag officers. When in the mizen shrouds, the English flags only; and when put aboard at the mizen-top-mast-head, and a pendant at the mizen peak, then the flags, and land general officers; when on the ensign staff, the vice, or rear, admirals of the fleet, or those that command in the second, or third posts are to come aboard. Vanes are allowed boatswains to put at the other mast-heads, where the pendant does not fly.

Compasses. Are of different kinds, as the Azimuth Compass, an instrument made in a large brass box with imbers and a broad limb, and has ninety degrees diagonally divided, with an index and thread, to take the sun's amplitude, or Azimuth, and by finding the difference between the magnetical meridian, and the sun's meridian, it shows the variation of the Compass. The Brass Box Compass stands in the bittacle; that the men at the steering-wheel may see to keep the ship in her right course. Hanging Compasses, are hung up in the cabbins for the use of the commanders.

Cond. Is to guide a ship in her right course; he that Conds, gives the word of direction to the men at the steering-wheel.

Cardage. In general, all the ropes belonging to the rigging of a ship, and are distinguished as follows: Cable-laid, made with nine strands, that is, the three first strands are laid slack, and then three of them being closed together makes a Cable. Hauser-laid, is made only with three strands. Stays are cable-laid, but made with four strands as cables are with three, with the addition of an heart which goes through the center.

Counter. The arching part of the stern above the wing-transom, and the lower is from the wing-transom to the upper-deck, and the other is from the upper-deck to the lower edge of the ward-room, or great cabin, the projecture of which is lower almost the quadrant of a circle.

Course. The point of the compass on which a ship steers.

Courses. The low sails in a ship, and when she sails under them only, we say, she goes under her Courses.

Coxswain. The person who steers the ship's boat, and hath the command of her crew.

Coil. When cables, or ropes, are placed in a round ring, one turn upon another, they are said to be coiled up.

Cranes-gangway. Are hung in the waste of the ship, and when deals are laid on them, make a gangway from the quarter-deck to the fore-castle.

Crank.

Crank. When a ship cannot bear her sails for fear of oversetting, or cannot be brought on ground without danger of injuring her body, she is said to be crank.

Creper. Made like a grapnel, but without flocks, and is used to recover sunken stores that have been tossed overboard.

Cringles. Are small pieces of rope spliced into the body of rope-courses, and top-sails, and are differently denominated, as the Bow-line-crinkle, to which the bowline-bridle is fastened; the Leech-crinkle, where the leech-lines and clew-garnets are made fast; and the Reef-crinkle, to which the reef-tackle-tye is fastened. There are Cringles also made of iron, which are rings to go round the stays of hoys, or yachts, and are seized to their fore-sails and jibbs, for the more easy hoisting them.

Cross Jack. A yard slung at the upper end of the mizen-mast under the top, to spread and haul home the mizen-top-sail sheets.

Cross-piece. A great piece of timber going across the bitts of a ship, about which several turns of the cable are taken when she rides at anchor.

Cross-trees. Pieces that go across the tressle-trees at each of the standing mast-heads.

Crotchets. Crooked pieces of timber in the hold or bread-room from the mizen-step aft, fayed cross the keelson to strengthen the ship in the wake of the half-timbers.

Crowfoot.

Crowfoot. Small ropes put through the holes of dead-eyes, and divided into several parts, and spread from the rim of the tops, point-ways to a tackle on the stays, for preventing the top-sails getting foul of them.

Cuddy. A place upon the quarter-deck afore the captain's cabbin. When an admiral is on board, it is divided into partitions for the Secretary's office.

Cut, or unfurl the sail. Is to let it loose and fall down.

D

DAVIT. A piece of timber with a notch at one end, in which, by a strap, hangs a block called the Fish-pendant-block, and is used to haul up the flook of the anchor, to fasten it to the ship's bow. The Davit may be moved from one side to the other, as occasion offers.

Dead-eyes. Blocks with three holes in them, through which the lanyards go, and fasten the shrouds below to the chains. The fore, main and mizzen-stays of a ship are set taught by Dead-eyes with one hole only, through which the lanyards have several turns passed.—Crowfoot Dead-eyes have many holes bored through them, wherein the crowfoot for the top is reeved.—Ironbound

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Dead eyes serve (in case a chain-plate gives way) with being hooked to a shroud efs, as a chain-plate.

Dead Reckoning. Is that judgement or conjecture which is made of the place where a ship is, without any observation of the heavenly bodies, and is performed by keeping an account of her way by the log, in knowing the course they have steered by the compass, and by rectifying all the allowance for drift, leeway, &c. according to the ship's trim. This reckoning is, however, to be rectified as often as any good observation can be had.

Dead Water. Is the eddy at the ship's stern, and which, if it is considerable, they say she makes much dead water.

Deck. Is a planked floor, on which the guns lie, and men walk. Great Ships have three decks, the upper, middle, and gun; besides a quarter-deck, which reaches from the bulk-head of the roundhouse to near the mainmast.—The Deck is flush, afore, and aft, is, laid from stem to stern, without any heights, or hollows.

Dipping Needle, a magnetical needle, so hung, that, instead of playing horizontally, and pointing north and south, one end dips, and inclines to the horizon, the other points to a certain degree of elevation.

Division, or Squadron. Part of a fleet commanded by a flag officer, or commodore.

Deck.

Dock. Is made by the side of the harbour, for building or repairing ships. A *Dry Dock*, is where the water is kept out by gates, till a ship is built, or repaired, and then let in, to float, or launch, her. A *Wet Dock* is, where a ship lies a-float at all times of tide, to be repaired in.

Dagger. A small vessel built after the Dutch manner, with a narrow stern, and commonly but one mast.

Drift Sail. Used under water, veered right out a-head upon the sea in a storm, to keep the ship's head right upon the sea.

Drive. A ship drives when her anchors will not hold her fast.

E.

E*ARING.* That part of the bolt-rope which is left open at the four corners of the sail, like a ring.

Ease the ship. Is performed by slackening the shrouds when they are set up too stiff.

Eddy. When the water runs back contrary to the tide.

End for End. When a rope is all run out of the block.

Esses. Shroud Esses are to hook into an iron-bound dead-eye, to serve in the place of a chain-plate.

Eye.

Eye. The compass or ring left in the strap of any block, and is called the Eye of the strap.

F

FAGG, the end of those strands which do not go through the tops, when a cable or rope is elosed.

Fake. One round or circle of a cable or hawser coyled up.

Fall. That part of the rope of a tackle which is hauled upon: also when a ship under sail does not keep so near the wind as she should, they say, she Falls off. And when a ship is not flush, but has risings of some part of her decks more than others, these are called Falls.

Fashion-pieces. Two compassing pieces of timber, on each side of which the transom is fixed.

Fathom. Six feet.

Fenders. Pieces of junk, old cable, or billets of wood, hung over the ship's sides, to prevent others rubbing against her.

Fidds. Splicing Fidds are Iron pins used to splice or fasten ropes together, and are made tapering at one end. The topmast Fidd goes through the heel of the top-mast, which bears up the chesstrees.

Fishes.

Fishes. Pieces of timber put upon the masts and yards, if sprung, or to strengthen them, lest they should fail in stress of weather.

Fish Pendant. Hangs at the end of the davit, by the strap of the block to which the fish-hook is spliced; whereby the flook of the anchor is hauled up to the ship's bow or chanwaal.

Flaring. When a ship is a little housing in, near the water, and the upper work hangs over, or is broader aloft.

Flatts. Is a midship, and as many timbers afore and abaft, that have no more rising than the midship flat, are all called Flatts.

Flitting. Altering or removing a dead-eye in the low or top-mast shrouds and backstays, to lengthen or shorten them.

Floor. Those timbers lying transverse to the keel, being bolted through it. Where the floor sweep begins, there the freight one ends; and when there are many flats, with few or no risings, we say she carries her Floor a great way fore and aft: and, strictly taken, is so much only of her bottom as she rests upon, when lying a-ground.

Flown Sheets. A ship sails with Flown sheets when they are not hauled home, or close to the blocks. In a gust of wind they say, Let fly the sheets, lest the ship should overfet, or spring her top-mast.

Flush. When the deck has no bulk-heads from stem to stern, they say her decks are flush fore and aft.

Foot Waaling, the in-board planking from the keelson, upwards, to the orlop clamps.

Fore. Towards the head of the ship.

Fore-castle. That part of the ship where the fore-mast stands, and divided from the rest of the floor by the bulk-head, in which the cook-room, boatswain's, carpenter's, and cook's cabins, are built.

Fore Foot. The foremost part of the keel, that first takes ground.

Fore-reach. A ship fore-reaches upon another, when, both sailing together, one goes better than the other.

Foul. A ship is foul when she has been long untrimmed; so that grass, weeds, or barnacles, stick or grow to her sides under water. Also a rope is Foul, when it is entangled in itself, or hindered by another, so that it cannot run, or be overhauled.

Foul water. A ship makes Foul water when she comes into such shoal water, that, though her keel does not touch ground, yet she comes so near it, that the motion of the water under her raises the mud from the bottom.

Founder. A ship Founders, when, by any extraordinary leak, or by a great sea breaking in upon her, she fills with water, and sinks.

Free. The pump frees the ship, when it throws more water out, than leaks into her. Also baleing or lading water out of a boat, is called Freeing her.

Fresh

Fresh-shot. When any extraordinary water comes down a river suddenly from the land, or when a great river carries its fresh water a mile or more into the sea, it is called **Fresh-shot**.

Fresh the hawse. Let out more cable at the hawse, that one place alone may not endure all the strength.

Furling lines. Small lines, made fast to the top sails, &c. for furling up the sails.

Furl. To gather up the sails, and make them fast.

Fur, or Furred. There are two sorts of furring; the one is, after a ship is built, to lay on another plank upon the side of her, which is called plank upon plank; the other, which is more properly furring, is to rip off the first planks, and put other timbers upon the first, and then the planks upon those timbers, which is to make her bear a better sail.

Futtocks, or, properly, Foot-boards. Compassing timbers, that give the breadth and bearing to the ship, and are scarfed to the ground timbers.

G.

GAGE. When one ship is to windward of another, she is said to have the weather-gage of her.

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Galleon. The name of a Spanish vessel, and at present only given to the great ships sent to Carthagena, and Porto-bello, in the West Indies; which are ships of war, though carrying lading, whereby they are often made unfit for fight.

Galiot. Is a small sort of galley, fit for privateering, as being very light, carrying but one mast, and two or three pedreroes, with sixteen or twenty oars on each side, and but one man to an oar, who all row or fight, as occasion requires.

Gallery. Is that beautifying frame that is made upon the stern of a ship, without-board, into which there is a passage out of the great cabin, and are only for show and pleasure. There are those on the sides of the stern, which are of use, as serving for necessary houses.

Galley. Is a long vessel, low built, either for sailing, or rowing; generally carrying but two masts, a main and a fore-mast, though some have a mizen. The common length of a galley is twenty-two fathom, the breadth in the middle three fathom, and the depth one.

Gammoning. Several turns of rope taken round the bowsprit, and reeved through holes in the knee of the head, for the greater security of the bowsprit.

Gangway. A deal platform, about three feet wide in great ships, ranging in the waste, from

from the quarter deck to the fore-castle, over the upper decks, for a free passage for the officers and men for working the ship. The walk from the ladder to the quarter-deck, which lies even with the gun-wale, is also called the Gang-way.

Garboard. The first plank that is brought on the outside of the ship, next the keel.

Garboard-strake. The first strake, or first seam next to the keel, being the most dangerous place in all the ship to spring a leak, because it is almost impossible to come at it within-board.

Garnet. A tackle wherewith they hoist in all casks and goods, if they be not too heavy, as ordnance, or the like.

Gaskets. Are made of junk, or rope-yarns, to fasten the sails to the yards when furled up.

Gest-rope. A rope belonging to the boat, to keep her from sheering, when she is towed after the ship by the boat-rope.

Gift-rope. A rope to tow the boat after the ship.

Girt. When the cable is so taught, that, upon the turning of the tide, the ship cannot go over it with her stern-post, then she lies across the tye, and they say, she is girt, which ceases immediately, if the cable be veered out slack.

Glasses. Are the hour, four hour, and minute glasses, us'd at sea; and they commonly call so many hours so many glasses.

Goreing.

Goreing. A sail is cut goreing, when it comes sloping by degrees, and is broader at the clew than at the ear-ring, as all top-sails, and topgallant-sails are.

Goose-neck. A piece of iron fixed on the end of the tiller, to which the lanyard of the whipstaff, or the wheel-rope, comes, for steering the ship.

Goose-wing. Is the mizen-sail, boomed out, to give the ship more way before a wind.

Grapnels. Are in the nature of anchors, for gallies, or boats, to ride by, but have four flocks, and never a stock. They are also used in men of war, to fling into another ship, and take hold of the gratings, rails, gun-wales, &c. with a chain made fast to them, to lash the ships together. There are other small Grapnels, with three hooks, but not broad like flocks, with which they use to sweep for hauses, or small cables.

Gratings. Are small ledges laid over across one another, like a portcullis, or a prison gate, and serve to let down light, and give air, betwixt the decks.

To Grave. Is to bring a ship to lie dry a-ground, and then burn off all the old filth and stuff, with reed, broom, or the like, and so lay on new; the best of which is train-oil, rosin, and brimstone, boiled together.

Gripe. Is the compass and sharpness of the stem under-water, especially towards the lower part.

To

To Gripe. They say a ship *Gripes*, when she is apt, contrary to the helm, to run her head more to the wind than she should.

Ground, and Grounding. When a ship is purposely brought to be trimmed on the ground, it is called *Grounding*; but when they are drove on by stress of weather, or other accident, they call it running, or striking a-ground. When they go a little way, and come to an anchor again, they call it breaking ground.

Ground-timbers. Are those which are fast laid over the keel, and so bolted through the keelson into the keel, and make the floor of the ship, and are therefore called *Ground-timbers*, because the ship rests on them when she lies aground.

Gudgeons. Are the irons which are made fast to the stern-post, into which the pintles of the rudder are hanged.

To Gull. When the pin of a block eats, or wears into the sheever, it is called, *Gulling*. So when a yard rubs against the mast, they say, It will *Gull* the mast.

Gunner. Has the charge of all the ordnance in the ship, and all things belonging to it, as carriages, sponges, ladles, and rammers, powder and shot; and is to look to all that belongs to it in time of fight.

Gun-wale. That piece of timber which reaches on either side the ship, from the half-deck to the forecastle, being the uppermost bend

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bend, as it were, which finishes the upper walls of the hull there; and wherein they put the stanchions which support the waste trees; and this name is given it, whether there be any guns there or no. The lower part, also, of any port, where the ordnance lies, is called the Gun-wale.

Guy. A rope used to keep any weighty thing that is hoisted into the ship from swinging in too fast, when it is over the gun-wale. There is another rope called a Guy, which is fastened to the foremast at one end, and reeved through a single block, which is seized to the pendant of the winding tackle, and so reeved again to another that is seized to the fore-mast, somewhat lower than the first part; and this is to hale forward the pendant of the winding-tackle.

H. When a ship is out of a block, it is called a Haul.

HAIL a ship. To call to her, to know whence she is, or whither bound, or the like; which is done in these words, Ho the ship; and the other answers, Hae.

Hallyards. Are the ropes by which all the yards are hoisted, except the cross-jack and spritsail-yard, which have none, as being ever slung; though in small craft they have hallyards to the sprit-sail.

Harpings. The breadth of a ship at the bow. Some call the ends of the bends, which are fastened into the stem, by this name.

Hatches. Are, as it were, trap-doors, which are in the midship before the main-mast, opened to let down goods into the hold; and therefore have a shackle of iron at each end to lift them by.

Hawses. Those great round holes under the head, through which the cables pass when the ship is at anchor. A bold Hawse, is when it lies high from the water.

Hawser. A three-strand rope, or a little cable; for that which is one ship's Hawser, will be another's cable. The use of them is to warp a ship over a bar; the main and fore-shrouds are made of hawsers.

Head-lines. The uppermost ropes of all sails next the yards, by which they are made fast to them:

Head-sails. All those which belong to the fore-mast, spritsail, and spritsail top-mast.

Head-sea. After a great storm, the wind will sometimes suddenly alter six points or more; but the sea will go the same way it did for some hours; then if the ship go with this wind against the sea, she will meet this sea right a-head, and therefore it is called a Head-sea. In Head-seas, all short ships are bad sailors.

To

To Heave and set. Is when the ship falls and rises with the waves at anchor.

To Heave at the capstain. Is to work at or heave it about with the bars, as is done to weigh anchor, or bring any very weighty thing aboard.

Heel. Of the main, fore, and mizen masts, is only that part which is pared away a little slanting on the aftward side of the foot of the mast, like a heel, to give it leave to be stay'd aftward on; but the Heels of the topmasts are squares, and in them they put the fidd of the top-mast.

To Heel. Is for the ship to lie down on a side, whether afloat or aground.

Helm. Is that piece of timber which the steersman holds in his hand to steer and govern the rudder; to which purpose, one end of it is made fast to the head of the rudder, that it may be taken off. This it is that directs and governs the ship's way.

To Hitch. Is to catch any thing with a rope, or with a hook.

Hold. All the room between the keelson and the first or lower deck, is called the Hold, or hould, and there all the victuals, stores and goods are laid, but it is divided into several rooms with bulk-heads, as, the steward's room, the powder room, the boatswain's room, &c.

The Hounds. Are the holes in the cheeks which are fastened to the head of the masts,

wherein the ties run, to hoist the masts. The topmasts have but the hole aloft in the head of the mast, because they have but single ties, and this is also called the Hounds.

Housing-in. Is when a ship, after she has passed the breadth of her searing, is brought in narrow to her upper works.

To Hold off. Is when they heave the cable at the capstain; if it be very stiff and great, or have lain in a slimy ouzie ground, it surges and slips back, unless that part which is heaved in be still haled away hard from the capstain, to keep the cable close and hard to the capstain whelps. If it be a small cable, men may do it with their hands; but if great, then either they hold off with nippers, or else, as in all great ships, they bring it to the jeer-capstain; and this is called Holding off.

Honey-comb'd. Is when a gun, is full of small holes within, either through a fault in the casting, or otherwise.

Hooks. Are all those forked timbers which are placed upright on the keel, both in the rake and run of the ship. They give the narrowing and breadthing of the ship in these parts. and are bolted into the keel.

Horse. A rope made fast to one of the foremast-shrouds, with a deadman's eye at the end of it, through which is reeved the pendant of the spritsail-sheets; and is for no other use but to keep the spritsail-sheets clear off the flocks of the anchor. When a man heaves

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heaves the head of the Shrowds, there is a rope made fast to the shrouds for him to lean against for fear of falling into the sea, which is called a horse. There is also a rope to set taught the shrouds, with wale-knots, one end made fast to the shrouds, to the other the lanniers are brought; and so with a hand-spike turning it, they set taught the halliards; and this bears the name of a horse. Besides, those small ropes which are seized to the middle of the top-mast and topgallant-stays with a block, wherein are reeved the top-sail and topgallant bowlings, are called horses.

Hospital Ships. Are vessels fitted with beds and other conveniencies, as surgeons, and all necessary drugs, &c. for the sick and wounded men, that they may not encumber the men of war.

Hoy. Small bark that sails not with cross yards, but with sails in the form of mizen sails, and will sail nearer the wind than any can do with cross sails.

To Hoise. Is to hale any thing into the ship with a tackle, or dead rope, or get up a yard, or the like.

Hull. The body, or bulk of the ship, without masts, yards, ropes, or sails.

Hulling. Is when a ship at sea has taken in all her sails, either in calm weather, or in a storm.

Hullock. Is a small part of a sail, which is loosed and left open in a great storm, when

we dare not have any more out, and is only used in the mizen sail, when we would keep the ship's head to the sea with a little sail, making all up, excepting a little at the mizen yard-arm. Else, when a ship will not weather-coil, to lay her head the other way, they loose a hullock of the fore-sail, and changing the helm to the weather-side, the ship will fall off, and lay her head where her stern lay before.

I.

J E E R. A large rope reeved through double, or treble blocks, lashed at the mast head and on the yard, to hoist, or lower, the low yards.

Jewel. Made like the ring of an anchor, and of substance sufficient that its weight may carry it down, to purchase any thing that is heavy under water, when two parts of a cable or rope are put through it; and as they heave, the jewel slides down, jams the bite, so as that it may not slip off the purchase the rope is about.

Jew's-Harp. Made of iron, of substance and strength sufficient to hold the pendant chain.

Iron-

Iron-sick. A ship, or boat, is iron-sick, when her bolts, or nails, are so eaten with rust, as to make the ship, or boat, leaky.

Junk. Old cables cut into short lengths for making swabs, plats, nippers, and to be picked into oakum.

Fury-mast. Set up in the room of a mast lost in fight, or a storm, and fastened into the partners.

K.

KECKLING. Winding old rope about a cable when it gauls in the hause.

Kedging. When a ship is brought up, or down in a narrow river, and the wind contrary to the tide, and yet is to go with the tide, the fore course, or fore-top sail mizen is set, that she may flat about; and if she happens to come over too near the shore, a small anchor in a boat, with a warp fastened to it from the ship, is let fall, to wind and turn her head about; this work is called kedging.

Keel. The principal piece of timber first laid in building a ship, containing her whole length, from the lower part of her stem, to the lower part of her stern, post. Into this all the lower futtocks fastened and bolted fore and aft, to the under part of which a false keel is brought on.

Keelson. A principal piece of timber fayed within-side of the ship, cross all the floor timbers, and being adjusted exactly over the keel with suitable scarphs, it thereby strengthens the ship's bottom.

Kevels. Pieces of plank fayed against the quick work on the quarter deck, in shape of a semicircle, for belaying the running rigging to.

Kinks. When cordage is new, or too hard laid, it is stubborn, and very apt when handled, to be coyled to take in turns; and this is called kinking.

Knee of the Head. Commonly called the cut-water, and supports the lion and rail work of the head.

Kneck. Twisting together a rope that is not coyled.

Knees. Iron knees serve as standards in some part of the ship, and are used in boats to keep the thauts fast to the side of the boats. Wooden knees are crooked timbers, which brace and bear the end of the beams, &c. to the ships side.

Kneetles. Two ropes twisted together with a knot at each end to seize a rope, or block.

Knight Heads. Two pieces of timber to which the halyards and top ropes are belayed.

Knots. There are two sorts of knots used at sea; one the bowline knot, by which the
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land.

bowline bridles are fastened to the cringles, and will not slip. The other, the whale knot, made with three strands of a rope, and serves for the top-sail sheets and stoppers. The divisions of the log-line are also called knots, and are usually seven fathom asunder. As many of these knots as the log-line runs out in half a minute, so many miles the ship sails in an hour.

L.

LABOUR. When a ship tumbles, or rolls, she is said to labour.

Land-fall. To fall in with the land. When a ship at sea expects to see land in a little time, and it so happens that she does, they say, they have made a good land-fall.

Land-laid. When a ship is just got out of sight of land.

Land-locked. A ship rides land-locked when at anchor at such a place, where there is no point open to the sea.

Land-shut in. Is when another point of land hinders the sight of that which a ship came from.

Land to. Is when a ship lies so far from shore, that they can but just see land.

To lay the Land. To be without sight of land.

Langrel. A shot which goes in with a shackle, to be shortened when put into the piece, and to fly out at length when discharged, with half a bullet at each end.

Lanyards. Ropes reeved through dead eyes of all the shrouds and chains, which are to slacken, or set up the shrouds. The stays are also set taught by lanyards; and those which fasten the stoppers to the cables, are called lanyards.

Larboard. The left hand side of the ship, when you stand with your face to the head.

Large. A ship sails large, when she goes neither before the wind, or upon the wind, but as it were quartering between both. Large, quartering, veering, and lasking, are all of the same signification.

Lashed. Made fast.

Lashing. Is twice laid cordage, made out of old rigging, and used for lashing booms, &c.

Lasking. The same as large.

Latchets. Small line made like loops sewn to a bonnet, or drabler, for lacing them together.

Launch. To put out.

Launch ho. Hoist no more.

Leads. Deep sea and hand leads are bent to lines for finding the depth of water.

Lead scuppers. Are let through the ship's sides for carrying the water from off the decks.

Leather scuppers. Are nailed over the holes of lead scuppers, for carrying the water down the

the ship's sides, and prevent it washing in on the gun deck.

Ledges. Square pieces of timber, reaching from carling to carling thwart ships, to which the decks are fastened, as well as the carlings and beams.

Lee. A word diversly used at sea; they generally mean by it, that part opposite to the wind.

Lee Latch. A word of command to the man at the helm, or steering wheel, to take care that the ship does not go to the leeward of her course.

Lee Shore. That on which the wind blows.

Leeward Ship. One that doth not keep her wind, or does not sail so near the wind, or make her way so good as she should.

A-lee the Helm. Put the helm to the leeward side of the ship.

To lay a Ship by the Lee, or to come by the Lee. Is to bring the ship so that all her sails may lay flat against the masts and shrouds, so that the wind may come right upon her broad-side.

Lee Fangs. Ropes reeved into the cringles of yatches and hoy-sails.

Leech of a Sail. The outward skirt of the sail from earing to the clew, or middle of the sail between the two.

Leech Lines. Ropes fastened to the leech of the top-sails (only) and then reeved into a block.

block at the yard, just by the top-sail runners. Their use is to haul in the leech of the sail, when the top-sails are to be taken in.

Lot Fall. The putting out a sail when the yard is aloft, and the sail is to come down from the yard; but when the yards are lowered, then the sail is loosed below, before they hoist the yard.

Lie. A ship lies under the sea, when her helm being made fast a-lee, she lies so a-hull, that the sea breaks upon her bow, or broad side.

Lieutenant. A commission officer next the captain, who takes the command upon the death, or absence of the commander.

Lifts. Ropes made fast to the yard-arms, to hoist, or top, the yard, that is, to make the ends of the yards hang higher, or lower, as occasion serves.

Lines. Logg lines are wound about a reel, to keep an account of the ship's way. This line, from about ten fathoms from the logg, ought to have no knots; because so much shall be allowed for the logg's being clear out of the eddy of the ship's wake, before they turn up the glass; but then the knots begin, and ought to be at least fifty feet from one another, though the common practice is to have them but seven fathom.

List. If a ship keels either to starboard, or port, they say she has a list that way.

Lockers.

Lockers. Are boxes, or chests, made in the officers cabbins to put any thing in.

Logg. A piece of wood seven, or eight, inches long, of a triangular figure, with as much lead cast into it at one end, as will serve to make it swim upright in the water, at the other end of which the logg line is fastened.

Loof of a ship. that part of her aloft which lies just before the chess-tree.

Loom. If a ship appears big at sea when seen at a distauce, they say, she looms.

Loom-gale, Is a gentle, easy gale of wind, in which a ship can carry her top-sails a-trip.

Luff. Is a term in condng a ship; thus, luff up, is to keep nearer the wind; luff into the harbour, is to sail into it close by the wind; to spring the luff, is to bring, or clap, a ship close to the wind, that was going large before it. When a ship sails upon a wind, as they say, that is, on a quarter wind, the word of him that conds, is, luff; keep your luff; veer no more; keep her too; touch the wind; have a care of the lee latch: by all which is meant to keep her near the wind. If, on the contrary, the ship is to go more at large, or right before the wind, the word is, ease the helm; no near; bear up.

Luff-hook. Is to succour the tackle in a large sail, that all the stress may bear upon the

the tack. It is sometimes also used when the tack is to be seized the surer.

Luff-tackle. Is a tackle in a ship, to lift small weights in or out.

M.

MAHONE. A Turkish galeass.

Manger. A place partitioned off in the bow of the ship, to keep the water that may come in at the hause-holes from running fore and aft on the deck, and has two large scuppers fixed on each side, to vent the water that comes in.

Marline. Small line made with two strands laid slack, that it may be the more pliable, and is used to seize the end of ropes, straps of blocks, &c.

Master. An officer appointed by warrant from the navy-board, and is to obey the commander's orders for the dispatching the ship in fitting her out; to inspect the provisions and stores sent on board; to take care of the ballast, that the hold be carefully stowed, the rigging and stores duly preserved, and to navigate the ship, &c.

Master at Arms. An officer appointed by warrant from the lords of the admiralty; is to exercise the petty officers and ship's company, daily at small arms; to place and relieve

lieve centinels ; to mount the guard ; to see the firelocks and other arms be clean ; observe the orders of the lieutenant at arms, to see that the fire and candles be put out in proper season ; to visit all vessels and boats for preventing the seamen going from the ship, and to acquaint the officer of the watch with all misdemeanors. Under him the corporals perform the same duty.

Master-sail maker. Appointed by warrant from the navy board, who with his mate and crew are to examine all sails brought on board, to repair and keep them fit for service ; to see they are perfectly dry when put into the store room, and there secured from drips, damps, and vermin.

Mast. The masts of a ship are the sprit-top-mast, fore fore-top, fore-top-gallant, main, main-top, main-top-gallant, mizen, and mizen-top : to which may be added her bowprit. The low ones are generally made of New-England growth, the top-masts and top-gallant-mast from the growth of Riga, Gottenbrough, or Norway.

The Masts are shot by the board. That is, when a ship has lost her masts by the enemy's shot, and they lie upon the deck, or outside.

Messengers. Are allowed to great ships, and a cable laid rope, which are made use of in the same manner as the voyals are, though not so big, brought round the main-capston, and

and are a sort of succour to the voyal, but are never made use of after the anchor is a-peek.

Midshipman. His station on duty is on the quater deck, poop, &c. to mind the braces; look out and give the word of command from the captain and other superior officers, and to assist on all occasions, both in sailing the ship, and in stowing the hold, &c.

Mizen course. When the tack is taken off from the mast forward, then it is called a bon-adventure mizen.

Set the Mizen. Fit the sail.

Change the Mizen. Bring the yard to the other side of the mast.

Speek the Mizen. Put the yard right up and down.

Spell the Mizen. Let go the sheet and peek it up.

Mortar. A sea mortar is generally thirteen inches diameter in the bore, is longer and more reinforced than a land mortar, because it is fired with a greater quantity of powder: sometimes with thirty or thirty-three pound. Some of them have their bed, or stools of metal, cast into a piece with the mortars; others have them of a thick square piece of oak, which by the help of jacks, or hand-screws, are turned round upon a strong axis of iron, to fire any way. They carry bombs of two hundred pound, and generally weigh, about nine, or ten, hundred weight.

Moor.

Moor. The laying out the anchors of a ship so, as is best and safest for her riding.

Moorings. Are laid out in harbour, and consist of claws, pendant chains, cables bridles, anchors, swivels, jews-sharps, buoys, and chains for ships to ride at.

Mouse. A large knot artificially made by the riggers on the ships stays.

N.

NAVEL-hoods. Large pieces of stuff fayed against the hause holes, and fills out to the outer edge of the cheeks, to keep the cable from rubbing them.

Nave-line. Is a rope reeved through a block, made fast to the middle rib, and another block being made fast to the mast head, the line goes through them, which makes a tackle to hoist the parrell.

Neap. When a ship wants water to float her, so that she cannot get out of the harbour, off the ground, or out of the dock, she is neaped.

Neap-tides. Those tides which happen seven days after the moon's change, or full, and are neither so high nor low as the spring tides.

Nettings.

Nettings. A sort of grate made with twice laid rope, and seized together with rope, rope yarn, or twine, and are fixed on the quarters and in the tops.

Nippers. Are made of rope, yarns, and several turns are taken round the cable and voyal, when heaving at the main, or jeer capston, in order to weigh the anchor.

O.

OAZY Ground. Such as is soft, slimy, or muddy.

Oakham. Black oakam is picked out of old cables, or junks; and white oakham is the flyings of dressed hemp. It is used for caulking the seams of ships.

Offing. Is a good distance from the shore, where there is deep water, and no need of a pilot to conduct the ship. Thus, if a ship from shore be seen sailing out to the seaward, they say, she stands for the offing; and if a ship, having the shore near her, have another a good way without her, or towards the sea, they say that ship is in the offing.

Offward. If a ship, being a-ground by the shore, doth heel towards the water-side, they say, she heels offward.

Orlop.

Orlop. A platform under the gun deck for stowing the cables, and where the officers store rooms, &c. are built.

Over-rake. When the waves break in upon a ship riding at anchor, and the head-sea washes over her, then the waves over-rake her.

Out-licker. A piece of timber fayed down to the upper rail, and to the cross-piece in the head, to carry the fore-tack further from the middle of the ship.

P.

PALLETING. The floor of the bread room and magazine of powder, generally of ordinary deal, and laid above the keelson, for keeping the bread and powder dry.

Parbuncle. A rope contrived almost like a pair of slings; it is seized both ends together, and then put double about any heavy thing that is to be hoisted in or out of a ship; and by having a hook of a runner, or tackle hitched into it, they hoist up any cask, or box.

Parfling. Are pieces of old canvas cut about four inches broad, and wrapped round shrouds, stays, straps for blocks, &c. before served with spun yarn.

Parrels.

Parrels. Are made of ribs and trucks, and ropes reeved through them, which having both their ends fastened round about the masts, the yards by their means go up and down the masts with greater ease; these also with the breast ropes fasten the yards to the masts.

Partners. Pieces of thick stuff, through which holes for the masts and capstons are cut on each deck: they are wrought considerably thicker than the plank of the deck, so far, as between the respective beams where they are placed.

Paunch. Are those masts made of sinnet, which are made fast to the main and fore-yards, to keep them from galling against the masts.

Paying. Laying a coat of hot pitch over the seams of a ship, is called paying her seams; or, when she is a graving, and her soil burned off, and a new coat of tallow, pitch, rosin and brimstone boiled together, is put upon her, that is also called paying a ship.

To parcel a seam. Is after a seam is caulked to lay over it a shred of canvas, and then pitch it all over.

Peek. A ship is said to ride a-peek, when she lies with her main and fore-yards hoisted up, and then having one end of the yards brought down to the gunwale, the other is raised up an end.

Pendants.

Pendants. Short ropes, one of which is fastened either to the head of the mast, and of the yards, on the main stay, or back of the rother; and at the other end has a thimble spliced in, or a block to reeve a fall through.

Pendants of Tackles. Are of the same size as the main and fore-shrouds, made with an eye at the upper end, to go over the head of the mast when single; but when double, are put over head by a hitch, with a single block at the lower end for the runners to be reeved through.

Pentecontore. A vessel with fifty oars.

Pilot. The person who directs the men at the wheel how to steer.

Pillow. The piece of timber whereon the bowsprit resteth close by the stem.

Pitches. When a ship falls with her head too much in the sea, or beats against it so as to endanger her top-masts, they say, she will pitch her masts by the board.

Plain-sailing. Is the art of finding all the varieties of the ship's motion.

Pointing. Is when the strands of a cable, or rope, about two feet, are untwisted, and afterwards made less towards the end, in a tapering manner, where it is made fast with marline wove into the yarns, to keep the rope from ruffling out, or that none may be cut off or stole away.

Polacre. A small vessel common in the levant, she has a deck sails and oars; and a top-mast

maft which carries a triangular fail; and sometimes four, and sometimes fix, or eight guns with men answerable.

Poop. Is the floor, or deck, over the round-house, being the highest, or uppermost part of the hull of a ship.

Ports. The holes in a ship's sides through which her guns are put out.

Port the helm. To put the ship to the left, or larboard side. A ship is also said to heel a port, when she swims not upright, but leans to the left side.

Port-laft. The same as the gunwale of a ship.

Preventers. Ropes of different sizes, cut into short lengths, and knotted at each end, to be ready in case a shroud should be shot, or broke, that they may be seized to them.

Prow. The foremost part of the ship aloft, and not below between the decks, or in the hold.

Pumps. Some ships have one fixed whose pipe goes down the knee of the head, and is there placed for washing the decks.

Purchase. The same as draw.

Purser. The officer charged with all sorts of provisions allowed the ship.

Puttock-Shrouds. Short shrouds which go from the fore, main, and mizen shrouds, to the top, where the plates are fixed with dead eyes in them, through which the lanyards are

are reeved, for setting up the top-mast shrouds.

Puttock - Staves. Go across the lower shrouds, and the ends of the puttock-shrouds are hitched round them.

Q.

QUARTER. Is the after part of a ship without board aloft.

Quartering. Is when a ship sails upon a quarter wind.

Quarter-winds. Are when the wind comes abaft the main-shrouds even with the quarter.

Quarter - pieces. Two pieces of carved work reconciled to each end of the taffarel, and when regularly suited to the same with a just disposition of figures, completes the symmetry of the whole stern and gallery.

Quarter-tackle-pendants. Are fastened on the quarters of the yard, and are used for taking in or hoisting provisions, &c. out of the hold, or upon deck.

RABBIT.

R.

RABBET. Is letting in a ship's plank to her keel, which in the run of her is hollowed away, and is called the rabbet of her keel.

Rake. Is so much of the ship's hull as over-hangs the stem and stern; that part of it a-fore is called her rake forward, and that abaft at her stern-post, is called her rake-ast.

Ranges. A sort of cleats, to which they belay, or fasten the sprit-sail, fore, main, or mizen sheets.

Ratlings. Small ropes which make the steps to get up into the shrouds.

Reach. The distance of two points of land which bear in a right line to one another.

Reckonings. The estimating of the quantity of the ship's way, or of the run between one place and another.

Reef. In a great gale of wind they commonly roll up part of the sail at the head, by which means it becomes shoaler, and does not draw so much wind; and this contracting the sail is called reefing.

To Reeve. To put a rope through a block; and to unreeve, is to pull a rope out of a block.

Reflux

Reflux of the sea. Is the ebbing of the water, or its return from the shore.

Rends. The same as seams between her planks.

Rhombs. The points of the compass.

Ribbs. The timber's when the planks are off.

Ride. A ship rides when her anchors hold fast, and keep her from driving.

To Ride between wind and tide. When the wind and tide are contrary, and of equal power.

To Ride a-crofs. When she rides with her fore and main yards hoisted up.

To Ride haufe full. When in strefs of weather she falls so deep into the sea with her head, that the water runs in at her hauses.

To Ride a-peek. When one end of the yards are peeked up, and the other hangs down. Also when a ship in weighing is brought directly over her anchor.

To Ride portoise. When her yards are stuck upon deck, or when they are down a portlast.

To Read athwart. When her side lies across the tide.

Riders. Timbers of a large scantling fayed within-side of the foot-waaling; the floor riders are wrought over the keelson; and the lower futtock riders scarphs to the floor riders from the keelson to the orlop beams.

Rigging. All the ropes belonging to a ship's masts, yards, or any other part about her.

Right the helm. Is to keep the helm even in the middle of the ship.

Right sailing. Is when a voyage is performed on some of the four cardinal points.

Rising timbers. Large pieces of timber fayed to the keel, to the stern afore, and from the keel to the stern-post abaft; their use is to fashion out the lower part of the ship afore and abaft, and also to fasten the half timbers into it.

Road. A fit anchoring place for ships to ride in, some distance from the shore.

Ropes. Are in general, all the cordage of a ship, and are distinguished by particular names, according to their different uses.

Rope-bands, or Robins. Are made out of old junk, &c. reeved through the head holes of the sails, which make them fast to the yards.

Rother. A piece of timber suitably formed, and hung with pintles and braces to the stern-post. Its use is to traverse and govern the ship under sail.

Round-house. When the poop is made so long as to come near, or to the mizen-mast, there is, (besides the cabbins abaft) an outer apartment, called the round-house.

Rouse the cable, or hauler. That is, to take it in or out.

Ruff-

Ruff-trees. Slight rails let into iron stations, generally on the quarter-deck and fore-castle; against which a weather-sail is fixed, for shelter to the men, and to prevent their tumbling over-board.

Run. So much of the hinder part of a ship as is under water.

Runner. A rope reeved in a single block, seized to the end of a pendant, and has at one end a hook to hitch into any thing, and at the end, a long tackle block, into which is reeved the fall of the tackle, or garnet, by which means it purchases more than a tackle-fall can do alone; and they, with the hal-yards, hoist up the top-sails, as the ties do the top-gallant-yards.

S.

SAIL. Every yard in the ship has a sail belonging to it, from which it takes its name. The head sails, which are those belonging to the fore-mast and bolt-sprit, keep the ship from the wind, and are used to flat her. The after-sails, that is, the main-mast and mizen sails, keep her to the wind; and therefore few ships are so good conditioned as to steer quarter winds with one sail, but must have one after-sail, and another head sail, to countermand one another. It is common at

sea to call a ship a fail; as when they spy a ship, they cry, a fail, a fail. The sails are cut in proportion, as the masts and yards are in length and breadth to one another, excepting the mizen and sprit-sail; for the mizen-sail is cut by the leetch, twice as deep as the mast is long from the deck to the hounds; and the sprit-sail is three-quarters as the fore-sail. Every one knows, that the sails are composed of several breadths of canvas sewed together, according to the bigness of the ship, and are, as it were, her wings; which, with the help of the wind, carry her on. There have been, and still are, many sorts of sails, as well in regard to the matter they are made of, as their form or shape. The ancient Gauls had sails made of leather; and the inhabitants of the island of Borneo use such to this day. The Chinese make theirs of cane, like masts. The people of Bantam weave a sort of grass and leather together for this use. The natives of Cape Tres-Puntas, have sails made of straw and rushes. The Turks make theirs of cotton: and all the Europeans of sail-cloth. The sails belonging to a ship are these; the sprit-sail, which hangs over the ship's head at the bolt-sprit; the sprit-sail-top-sail, hanging just over the sprit-sail; the fore-sail, at the fore-mast; and the fore-top-sail, at the fore-top-mast; and the fore-topgallant-sail, at the fore-topgallant-mast. Then the main-sail, which is the biggest, at the

the main-mast, the main-top-fail, over the other at the main-top-mast ; and the main-topgallant-fail. Lastly, the mizen-fail, a stern at the mizen-mast ; and this differs in shape from all the rest, which are square, and this triangular : and the mizen-top-fail, which is like other sails. Besides these, there are stay-fails, to crowd in upon occasion ; but these are not so common in use.

Saique. A sort of vessel used by the Greeks, without any fore mast, topgallant, or shrouds, but carrying a boltsprit, a mizen, and a main mast, which with its top-mast, is of an extraordinary height, supported by stays. The body of the vessel is very massive, which keeps the mast from swagging a-head ; besides that they often strike it.

Salvagees. Are made with three flat strands breeded, or by a small turn put into several rope yarns cut in proper lengths, and are used when a shroud, or back-stay wants setting up, which is done by taking a turn with the salvagees round the rope, to which they hook a tackle-fall ; and by bousing thereon bring down the shrouds, or backstays to their proper position.

Scarfed. Pieced, fastened, or joined in.

Schoolmaster. In a ship, is to instruct volunteers and other youths in navigation, to inform against such as are idle.

Scuttles. Square holes, big enough for the body of a man to go down, on occasion, into any room below; also the little windows, or long holes cut in cabins to let in the light.

Seagate. When two ships are aboard one another, by means of a wave, or pillow, then they lie in a seagate.

Seams. Where the planks of a ship, or boards in a boat meet and join together; also sails sewed with a flat, or round seam.

Searyoke. When the sea is so rough that the helm cannot be governed by hand, they make a yoke to steer by, having two blocks seized to the end of the helm, or tiller, and reeving two falls through them, they govern the helm.

Seizing. The same as making fast.

Send. When a ship, either at anchor, or under sail, falls with her head, or stern, deep into the trough, or hollow, of the sea, between two waves, they say, she sends much a-head, or stern.

Serve. To serve a rope, is to wrap spun yarn, canvas, or small cord, about it, to keep it from fretting.

Sett. When the seamen observe on what point of the compass the sun, land, &c. bears, they call it setting the sun, or land, by the compass.

Settle. Is when the deck of a ship sinks lower than it was when first laid.

Sew.

Sew. When a ship at low water comes to be on the ground to lie dry, they say she is sewed; and if she be not quite left dry, they say she sews to such a part.

Seels. When a ship on a sudden lies down and tumbles from side to side.

Shank-painter. A short chain fastened under the fore-shrouds by a bolt to the ship's side, having at the other end a rope spliced to the end of the chain, on which the after part of the anchor rests, when it lies by the ship's side.

Sheer. When a ship is not steered steadily; or when at anchor she goes in and out, by means of the swift running of the tide.

Sheers. Two masts, or yards, set across at the upper end of one another, and are used for setting, or taking out ships masts.

Sheathing. The casing that part of a ship which is to be under water, with fir-board of an inch thick; which, by laying hair and tar mixed together, upon the inside of the boards, and then nailing them on, is to prevent the worm from eating her bottom.

Sheats. Ropes bent to the clews of the sails, serving in the lower sails to haul aft the clew of the sail; but in top-sails they serve to haul home the clew of the sail close to the yard arm.

Ships of war. Are masted with three masts and a bowsprit, and sailed with square sails.

Shoal. When a ship sails towards a shore, and they find by sounding, the water grows shallow by degrees; or when a sail is too deep, and any canvas cut away, they say the sail is shoaled.

Shrouds. Great ropes in a ship which come down both sides of all the masts; they are fastened below to the chains by the ship's side, with lanyards, and aloft are seized so as to have an eye, which goes over the head of the mast; and so are the pendants and swifters; they are parcelled and served, to prevent the masts galling them. The top-mast shrouds are fastened to the puttock plates by dead eyes and lanyards, as the others are.

Ease the Shrouds. That is, slacken them.

Set up the Shrouds. Set them stiffer.

Signals. Are given for the beginning of a battle, or an attack at sea, by cannon, lights, sails, flags, &c. in day, night, in a fog, in distress, or calling officers on board the admiral.

Slatch. After long foul weather, if there comes a small interval of fair, they say this is a slatch of fair weather.

Sleepers. Are commonly three stakes of foot-waaling thicker than the rest, wrought over the rung heads.

Sounding. Is when the depth of the water is tried, either by an inch, or a three quarter rope, with a deep sea land at the end of it, which is marked at two, three, or four fathoms

thom, with a piece of black leather betwixt the strands, but at five fathom is marked with a piece of white leather, or cloth.

To Sound. To find the depth of water.

Spell. Signifies the doing any work for a short time, and then leaving it.

Spent. When a ship has lost her masts in a storm, we say the ship hath spent her masts.

Splice. When the ends of two pieces of cable, or rope, are untwisted, and the strands are wrought into one another by a fid, it is called a splice.

Split. When a sail is blown to pieces, it is split.

Spooning. When a ship being under sail in a storm, and cannot bear it, but is forced to put before the wind, she spoons.

Spring. When a mast is only cracked, but not quite broken in any part of it, as in the partners, hounds, &c. it is sprung.

Spring tides. Are those at new and full moon.

Standing part of the Sheet. Is that which is made fast to a ring at the ship's quarter; when they say overhaul the sheet, they mean haul upon the standing part. The standing part of a tackle is the end of the rope where the block is seized, or fastened.

Standing rigging. Those ropes which do not run in any block, but are set taught, or

let slack as occasion serves, as shrouds, stays, back-stays, &c.

Stantions. Iron stantions are fixed on the quarter of a ship, to which the nettings are generally seized; they stand likewise in the waist, at the entering place, and in the tops.

Stantions Wood. Are those timbers, which being set up pillar-wise, support and strengthen the decks.

Starboard. The right hand side of a ship, as the larboard is the left; thus they say, starboard the helm, or, helm a-starboard, when they would have the helm put to the right side of the ship.

Stays. Ropes made with four strands, and a heart in the middle, to keep the masts and top-masts from falling. To bring a ship upon her stays, or to stay her, is in order to her tacking.

Steady. To keep the ship steady in her course, and not to make angles, or yaws, (as they are called) in and out.

Steer. To guide a ship by the helm, or steering wheel.

Steerage. Is always before the bulk head of the great cabin.

Steeve. The bowsprit of a ship steeves, when it stands too upright.

Stem. A curve piece of timber, projecting from the foremost end of the keel to the height of the bowsprit, into which the body of the ship

ship terminates afore, and all the whooding ends of the out board planks are rabbitted.

Stern. All that part of a ship which is right aft, and adorned with fash lights.

Stern-post. A strait piece of timber tenanted into the after end of the keel, with an agreeable rake, or declination from the perpendicular: into this are all the transoms scored and bolted, and all the whooding ends of the out-board planks of the bottom rabbitted; and on this post hangs the rudder.

Steward. Is an officer who acts for the purser. He receives and gives out provisions to the several messes for the ship's company.

Stoaked. When the water in the bottom of a ship cannot come to the well, or pass through the limber holes, but something choaks them up, so that the pumps will not work, then they say she is stoaked.

Streight. A narrow sea passage between two lands.

Stretch. When a ship with all her sails drawing, steers out of a road where she has lain at anchor, they say she is stretching away for sea.

Strike. Is variously used. When a ship in fight, or on meeting with a man of war, lowers her top-sail at least half mast high, she strikes, meaning she yields, or submits, or pays her devoir to the man of war she passes by. When a ship touches ground in shoal water, they say she

strikes. When any top-mast is to be taken down, the word is, strike the top-mast; and when any thing is let, or lowered down into the hold, they call it striking down into the hold.

Swabber. One whose business it is to see that the ship's decks are kept clean and neat.

Sweep. When the mold of a ship begins to compass in at the rung-heads, they call it the sweep of her; as they do when a hauser is dragged along the ground at the bottom of the sea, to recover any thing that is sunk, sweeping for it.

T.

TACK about. When a ship's head is to be brought about, so as to lie a contrary way.

Tacks. Ropes cable-laid tapering, having a whale-knot at one end, which is fastened into the clew of the sail, reeved through the chestrees, and then brought through a hole in the ship's side; its use is to carry forward the clew of the sail, to make it stand close by a wind.

Tackles. In a ship, are ropes running in three, or four parts, having at one end a pendant, with a block fastened to it; and also a
tackle

tackle hook for heaving any thing in, or out, of the ship.

Tafferel. The uppermost part of the ship's stern abaft, and always carved.

Tarpawling. A piece of canvas tarred over to lay on the hatches, gratings, or any other place, to keep off rain.

Taught. The same as setting, or making the rope stiff, or fast.

Taunt. When the masts of a ship are too tall, we say she is taunt masted.

Tier. The several ranks of guns placed on the decks, are called the lower, middle, or, upper-tier.

Tender. A Small vessel taken up on contract to attend the men of war with provisions, &c.

Thwart-ship. Is across the ship.

Tides. Two periodical motions of the waters of the sea, called the flux and reflux, or the ebb and flow.

Windward Tide. When the Tide runs contrary to the wind.

Leeward Tide. When the Tide and wind are both one way.

To Tide it up. Is to go, by the strength of the tide, against, or without, wind.

A Tide-gate. Is where the Tide drives strong.

It flows Tide and half-tide. It will be three hours sooner high water by the shore, than at the offin.

Ties.

Ties, or Runners. Those ropes by which the yards hang.

Tight. When a ship lets in but little water.

Tire cable. The row in the middle of the coiled cable.

Top. A round frame of boards which lie upon the cross-trees, near the head of the standing masts.

Top armours. Are cut out of red kersey, and tabled round with canvas, both for shew, and to cover the men in the top in an engagement.

Tow. Whatever is drawn after a boat or ship with a rope, &c. is said to be in Tow, or towed.

Trail-board. A carved board, let into, or nailed on, the knee of the head, just below the lion.

Transoms. Large pieces of timber, forming the buttock, or after part of the ship, on both sides, which are named according to their elevations, as wing Transoms, deck Transoms, Transoms under the deck, &c. all which, as post Transoms, and fashion-pieces, being framed together, is commonly called the stern-frame.

Traverse. A ship, when she makes angles in, and out, and cannot keep directly upon her true course, is called a Traverse. In navigation it is the variation of the ship's course upon shifting of winds.

Traverse-

Traverse-board. Is a little round board, which hangs up, and is bored full of holes upon lines, shewing the points of the compass upon it: by moving a little peg, from hole to hole, the men at the helm, or steering-wheel, keep an account how many glasses, or half hours, the ship steers upon any point.

Tree nails. Are long pins, made of oak, to fasten the planks to the timbers.

Tressel-trees. Those timbers which stand fore and aft at the mast-head, for the tops to lie on.

Trip. A ship goes with her top-sails a-Trip, when she carries them hoisted up to the highest part.

Trim of a ship. Is her best posture, with respect to her proportion of ballast, and the standing of her masts, &c. for sailing.

Try. A ship is said to Try, when she hath no more sails aboard but her main course, when her tacks are close aboard, the bowlines set up, and the sheets hauled close aft; or when the helm or steering wheel is so fastened, as to prevent its having any power of the tiller, so as she is let lie in the sea; and sometimes, when it blows so hard that she cannot bear her main course, they make her lie a-try under her mizen only.

V.

VEER out, is to let out more rope, or sheet.

The wind Veereth, when it changeth often and suddenly.

Viol. A cable-laid rope, which being reeved through a large block lashed at the main-mast, is used by heaving at the jeer capston, to weigh the anchor when nippers are brought on about the cable.

Unmoor. When a ship that rides at two anchors begins to get them up, in order to sail, she is Unmooring.

W.

WAAL. Those protuberant strakes of plank wrought thicker than the rest, on the sides of a ship.

Waft. To make a waft, is to hoist up an ensign rolled up to the top of the staff, as a signal for the men to come on board, or that a ship is in danger by a leak, &c.

Wake. The smooth water that runs from a ship's stern when under sail, by which a good guess may be made of the speed she makes. Also, when one ship chases another, and is got as far into the wind as she, and sails

fails directly after her, they say she has got into her Wake.

Walt. A ship is Walt when she wants ballast, or has not enough to bear her fails.

Warp. To haul a ship by a cablet, or hauser, bent to an anchor or buoy.

Wast. The ship's sides between the quarterdeck and forecastle.

Wast-boards. Set up upon the sides of boats, to keep the sea from breaking into them.

Wast-cloths. Kersey tabled with canvas, and hung round the wast, quarter-deck, and poop of a ship, for ornament.

Wast-trees. In small ships only; the same as rough trees.

Watch. The space of four hours; because half the ship's company watch and do duty in their turns, so long at a time, and are divided into the larboard and starboard watch.

Water-born. Is when a ship, even with the ground, first begins to float.

Water-line. That which goes round a ship at the surface of the water, and shews the true shape of her body.

Water-shot. Is when a ship riding at anchor is moored neither across the tide, nor right up and down, but betwixt both.

Water-ways. That strake of plank on the flat of each deck respectively, next the ship's sides, for turning the water out of the seams.

Way

Way of a ship. Is sometimes the same with the rake, or run, of her fore and aft; but is mostly used as to her sailing; for when she goes apace, they say, she makes good way.

Weather-coyl. When a ship being a-hull, has her head brought about so as to lie that way which her stern did before, without loosing of any sail, but only by bearing up of the helm, this is called Weather-coyling of her.

Weather-gage. That ship is said to have the Weather-gage of another, when she is to windward of her.

Weathering. The doubling, or getting to windward, of a point, or place.

Weighing. Drawing up the anchor in order to set sail.

Steering-wheel. Is placed on the quarter-deck, fixed to an axis, round which goes the wheel-rope, which is made fast to the tiller in the gun-room: it passes through blocks at the side, and from thence comes up to the wheel in the mid-ship.

Whoodings. The ends of the bottom planks at the extremities of the ship, rabbitted into the stern afore, and into the post aft.

Wind. To Wind a ship is to bring her head about.

How does the ship Wind. Upon what point of the compass does her head lie?

Wind-taught. That is, stiff in the wind, or having too much wind in the sails aloft.

Winding-

Winding-tackle pendant. A cable-laid rope, brought about the head of the mast, and to the capston, for hoisting in or out guns, or heavy stores.

Windlass. A piece of timber, with six or eight squares, fixed abaft the forecastle, in small ships and hoys, to draw up the anchor.

Wind-sails. Are used for drawing fresh air into the holds of ships, by cooling every part, which contributes to preserve them from decay.

Woolding. Winding of ropes, at certain distances, about a mast, to strengthen it.

Worming. Is twice-laid cordage, used for worming-stays, shrouds, &c. which is laid betwixt the strands, in order to strengthen or succour them, or for making nettings on the quarters, waist, and tops of ships, for shelter to the men when in action.

Wreck. Is when a ship is drove ashore in a storm, or perishes at sea, and no man escapes out of her alive.

Y.

YARDS. Are long, round pieces of timber, somewhat thicker in the middle than at the ends, and hung by the middle across the masts. The use of them is to bear the sails, which are made fast to, and hang down from them.

Yare.

Yare. A sea word for nimble, ready, quick, or expeditious.

Yaws. The ship yaws, when she does not steer steady in her course, but makes angles.

Yoak. When the sea is so rough, that men cannot govern the helm with their hands, then they fasten two blocks to the helm, on each side, at the end, and reeving two falls through them, like gunners tackles, bring them to the ship's sides; and so some being at one tackle, and some at the other, they govern the helm as they are directed. There is another way of doing it, by taking a double turn about the end of the helm with a single rope, the ends thereof being belayed fast to the ship's sides; and by this they guide the helm, though not so easily as the other way; but either of these is called, a Yoak to steer by.

End of the SIXTH VOLUME.

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